

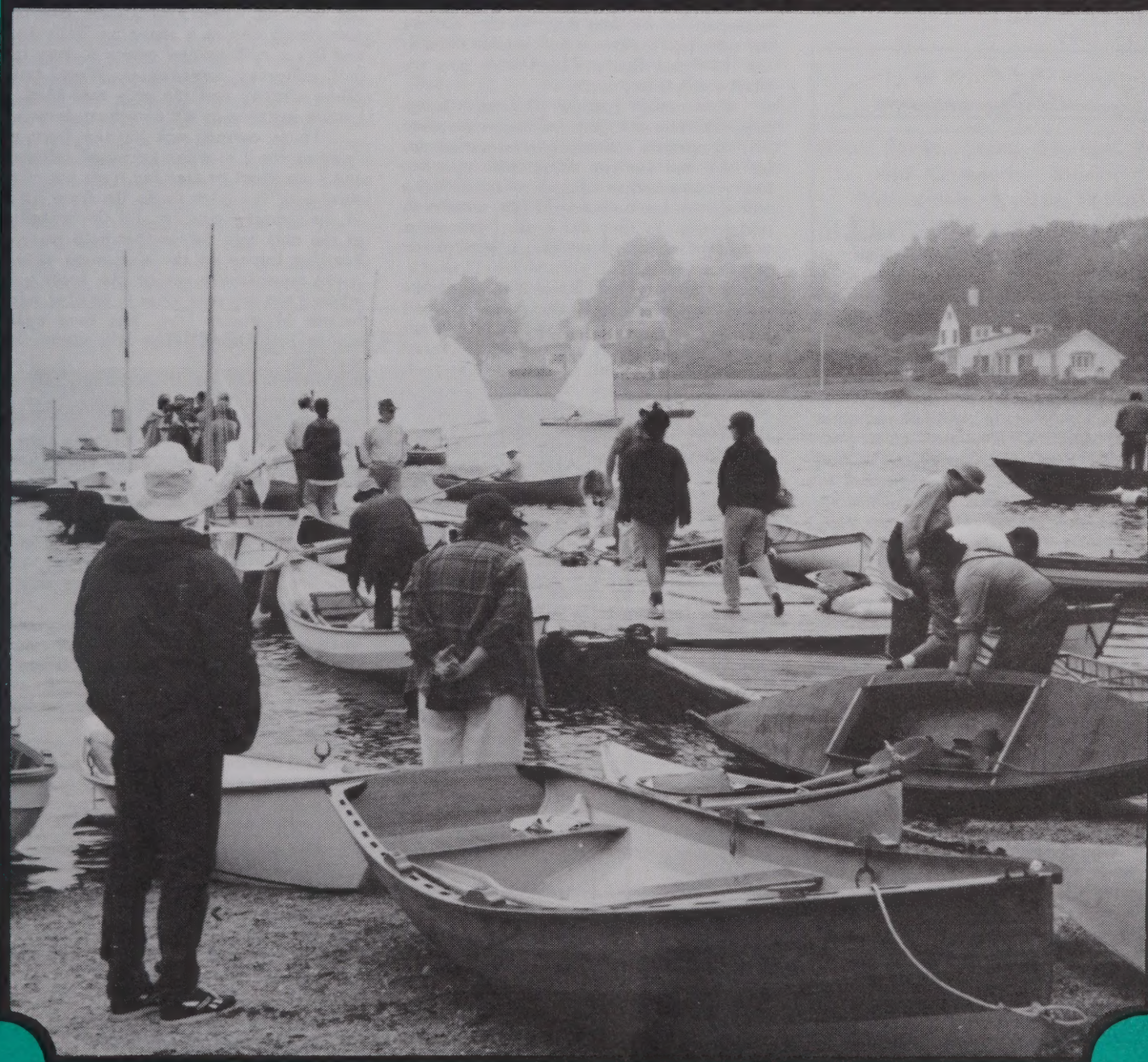


# messing about in BOATS

Special Features This Issue  
"Martha Jane Goes to Sea"  
"Pete & Raskur's Maiden Voyage"  
"Duck... Little Boat, Big Learning Experience"

Volume 13 - Number 1

May 15, 1995





messing  
about in

# BOATS



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## Our Next Issue...

Has shaped up into another sort of "specialty" issue, this time mostly about canoes and paddle craft. The stuff just collected here and it seemed time to give it a place in the sun.

So we'll have most of the following:

Events & Adventures: I will report on the "American Society of Civil Engineers' Cement Canoe Regatta" and tell you about my "Dabbling in Whitewater" on a press junket. Mac McCarthy describes "Paddling on the Waccamaw", and Dick Newick relives his 1956 adventure "Water Wandering in the Low Countries".

Projects: Phil Green reports on his experiences "Building a Birchbark Canoe" while Doug McNary tackles the other end of the scale in "Building the Wee Kid Kanu".

Designs: Platt Monfort presents his latest line of "Geodesic Aerolite Canoes"; and Alv Elvestad ditto on his "Folding Pak Canoes".

Builders & Techniques: Kevin Martin shows us why he is a "Builder of Fine Woden Canoes", and Dave Getchell, Sr. explains (gulp), "Canoe Power".

I'll review Bruce Lessels' *AMC Whitewater Handbook* (the reason for that press junket), and Pete Johansson's ongoing saga, "Pete & Raskur's Maiden Voyage" continues.

## On the Cover...

It's small boat time each year when early June rolls around and the traditional small craft folk gather again at Mystic Seaport. Sharon Brown's cover photo catches the ambiance from 1993 (damp), a reminder that it's on again this year, June 3-4.

## Commentary...

Another year in the life...of *Messing About in Boats*, begins with this issue. We've completed 12 years now, 288 issues, and the November 1st issue will round off an even 300 issues. Not really a significant number other than it seems quite substantial to me.

This first issue of volume 13 is the third one having 36 pages, perhaps you noticed that both the April issues had the extra 4 pages. It relieves the pressure for space a little as ad demands slowly grow and story space needs cry for living room. We've got the stories, bulging files of them, thanks to all of you who wish to share them with us. During this 13th year I hope to continue to increase the available space for them.

It's also mid-May and I notice that somehow I never did get into the shop this past winter as I had anticipated. I always anticipate a quiet winter in the shop working on projects. This winter I was very moderate in my anticipation, I was going to make up a set of 14' amas for my kayak trimaran project. Just that. Well, I cut out the sides and decks and butt scarfed them to the 14', and that's where they got to. Maybe two hours work.

How come? I dunno. The major home improvement over the winter, renovation of two upstairs bedrooms, was carried out by Jane and our son, Rick, who operates heavy construction equipment for a living and always has a couple of idle months in mid-winter. So they did it all, I just did a couple of electrical outlets, a new phone jack, simple stuff.

I had no major fix-it tasks, just the usual ongoing weekly things to be dealt with in an old house equipped with old appliances and support systems. No automobile repairs in winter, too cold in the yard, no room in the barn. Not much mountain bike riding, my latest time consuming infatuation. Only two back country ski outings locally, hardly any snow. And for the same reason just about no snow removal.

The sheds and the shop need picking up badly, they're terribly cluttered, I didn't even do any of that. Nor did I watch TV, aside from the 6pm news, mostly for weather, I do not watch TV. The new VCR presented to us by our children and grandchildren for Christmas remains unviewed, even the small library of boating videos that has accumulated here has yet to be seen.

My typical days, up at 5am, to work at 6am, done at 8pm, asleep by 9pm, went

on pretty much as usual. What work? This magazine mostly, my mountain bike club affairs and newsletter, that sort of thing.

So where'd the winter go? As I said, I dunno, I can't figure it out. I'm not a slow mover yet, somehow whatever there was waiting to be done kept on gaining on me. So the boat stuff, which can wait, waited.

Now it's spring, and in earlier days about this time I'd be getting up steam on getting a boat ready to go into the water. This no longer happens, it never did happen in spring anyway, more usually it was early summer. In recent summers I launched nothing, never got what I had ready. The kayaks got some use because they were ready when I finally was. And thanks to some of you I went sailing in some interesting boats that were not counting on me to get them afloat.

Maybe this season will be a turning point. As I write this (late again) mid-May (should be mailing, not writing), I've already been on the water twice. I spent a raw cold rainy day on the Deerfield River in a whitewater kayak (and out of it too) on a press junket that I'll tell you all about in the June 1st issue. And I spent part of a nice sunny day in a canoe on Tully Lake and River with several others of very limited canoeing experience. Wow, twice afloat already and it's only mid-May. In neither instance in my own boat, however.

These outings did jog me from my "waiting for it to warm up some" rationale, and I am about to drag my tryak out of the shop onto the lawn to do the final fitting of the running rigging and the installing of the ama guy cables that help to resist bending forces on the aluminum akas. I could conceivably get on the local pond where I test my new ideas in relative safety before Memorial Day. But then again, maybe not. Other things still crowd into my days.

Maybe this is all a familiar tale for many of you, surely most of you have far more demands on you than I, what with young families to raise, full time jobs to be at day after day, your own share of home fixup chores, mowing the damn grass, all that. If so, take some solace from the fact that this retirement age writer who works for himself, with a grown up family on its own and no mortgage to pay off, also seems to never get around to working on his boats.

Perhaps, like me, you're beginning once again to humor along a small conceit that maybe this year will be different. I am, why not, hope springs eternal, even as my days fly by, sunrise to sunset but a brief sunlit moment.

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## UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

*dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT*

### Sea Partners

"Catch any fish?" asked the man on the fuel dock, pointing to the long-handled net on my center console. "I never go fishing," I replied. "The net is for collecting trash from the waterway." Unfortunately, it gets a lot of use.

Garbage in our waters is the reason for "Sea Partners", a program to teach environmental responsibility to youngsters in grade schools. Conventional wisdom suggests that we adults are unlikely to change our bad habits. We have been tossing garbage overboard for years and chances are that we will continue to do so. A seven year old's, "Daddy, you shouldn't do that!" might be effective.

I question the "conventional wisdom". I believe that you can teach an old seadog new tricks. The key, I suspect, lies in making boaters aware that the very nature of the trash has changed over the years. The soda can of past decades would rust away in a relatively short time. Today's aluminum can will not. The paper bait container or sandwich wrapper would degrade pretty quickly. Today's plastic will be around for centuries. Nylon fish line is all but indestructible and the plastic "rings" on today's six-pack are lethal for waterfowl. The litter of 1995 will still be

litter well into the 21st century and beyond.

Most coastal communities celebrate "Earth Day" each spring with a "beach sweep". Volunteers collect ton upon ton of plastic bottles, cans and other debris. It is discouraging to visit the beach a few months later and see the new accumulation. Boaters, of course, put most of the blame on beach goers and they may well be partly right, but only partly. The town of Carolina Beach, NC recently proved that those of us who "mess about" must accept our share of responsibility for pollution of the waterways and the seas.

In addition to the traditional "beach sweep", the town organized a clean up of Myrtle Grove Sound, some three miles of estuary leading from the Intercoastal Waterway to the town docks. Part of the shoreline is developed with homes and private piers. Part is marsh grass and there are some marshy "islands" exposed at low tide but impossible to build on. There is absolutely no "beach" in this area. It is accessible only by boat or from private property.

Working in cooperation with the Coast Guard Marine Safety Office in Wilmington, NC, the Coast Guard Auxiliary,

the Boy Scouts of America and several environmental groups, the Mayor of Carolina Beach organized a "sound sweep" in late April. Employees of the township were joined by dozens of volunteers.

The Auxiliary and the Coast Guard sent out six small boats, one of which was a "delivery vessel", taking bags of trash from other boats and ferrying it to a central collection point for disposal. Garbage was picked up by nets, rakes, long "shepherd's crook" hooks and Auxiliarists in wet suits. Hip boots were the "uniform of the day" for the boat crews as well as for those working along the shore.

The results were impressive as the volunteers tallied the trash; bottles, cans, plastic, paper, etc.

The shores of Myrtle Grove Sound are clean today. The question is, "For how long?" There are plans for another "sound sweep" next year. If boaters will just keep their trash on board and dispose of it when they return to dock, we will have very little to collect in 1996.



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## A Gathering Place

I have come to realize another reason why I love your magazine. It is a gathering place for old friends and acquaintances. From time to time, I find a letter from, or article by or about, someone from my past life.

Most recently I was pleased to see that Bob Douglas was alive and well...and feisty as ever in his letter to you about cold molding. Many people know Bob for his contributions to historic vessel restoration and, as I do, as the designer and master of the beautiful tops'l schooner *Shenandoah*. I remember a pleasant late summer afternoon in Nantucket harbor sitting on deck with Bob solving all the problems of the world while we devoured a whole bag of delicious fresh peas in the pod for which I'm sure his cook had plans.

Keep up the good work. Have you ever considered adding a "Boats for Free" section to your classified marketplace? I'm always tempted by the offerings in *WoodenBoat*, but I would bet there might be some interesting "giveaways" among your readers.

I recently put my self-designed and built 16' strip canoe, *APSU*, in the water for the first time. She is very beautiful and "slippery" as all blazes.

Bob Richardson, Washington ME.

**Editor Comments:** We'll run a "Boats for Free" classified section if any are offered.

## Another Fleet Owner

My most prized possession is a Montgomery 17, but I also have accumulated, and sometimes use, a couple of kayaks, a canoe, a Bolger Gloucester light dory, a couple of dinghies, and a CT-41 ketch. The ketch is going to be (hopefully) sold this summer after (hopefully) a little trip up the Inside Passage.

Rod Johnson, Port Angeles, WA.

## Head of the Charles Info

I'm trying to get information about the Head of the Charles Regatta usually held in October on the Charles River in Boston. I would appreciate any lead as to who to contact about this event. The Cambridge Boat Club has not answered my phone when I've attempted to call them.

There's a reward! A guided rowing tour of the Slocum River!

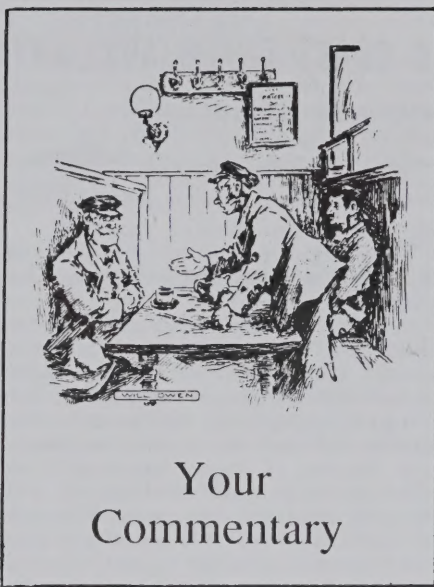
Chuck Trainor, Box 57, S. Dartmouth, MA 02714.

## Catboat Get-togethers

In response to Paul Gorman's comments in your Commentary in the April 1st issue about his interest in sailing get-togethers, perhaps readers who sail catboats might like to know that the Catboat Association schedules at its annual winter meeting a rather extensive list of rendezvous locations from the Chesapeake to Maine for catboaters. If racing is offered, it is informal and the get-togethers are great fun, providing opportunity to get involved to the degree you choose.

I have sent our schedule to Paul, and include it with this note. Interested catboat sailers wishing to learn more about our gatherings may contact me for this schedule and list of rendezvous chairmen.

David Crosby, 51 Bridge St., Osterville, MA 02655.



## Your Commentary

### Mystic Island Cutters

I am a previous owner of the Mystic Island Cutter, *Day Break*, that Chris Stickney wrote about in the March 15th issue. I sold *Day Break* to Henry Kohn, Jr. of Ware, Massachusetts, who had Chris do the work on her. I had become pretty much disabled in the early '90's and was unable to keep her up. I am exceedingly grateful to Henry and Chris for giving *Day Break* many more years of sailing.

I bought *Day Break* from Dan Beard, Cape Porpoise, Maine in 1977. She had but two other owners previously. During the time I owned her, I gathered information about existent Mystic Island Cutters. I know of only two: *Day Break* and *Jack Tar*, located at the Persson Yard in Old Saybrook, Connecticut. I saw one at Spruce Head (Maine) Boat Yard some time ago named *Rachael Quinn*. Three others were advertised in various periodicals, one was located in Nova Scotia, another was named *Haiku*, built in 1946 and a third that was built in 1948. These ads appeared during the late '70's and early '80's. William Bickley from Wilmington, Delaware, wrote and sent pictures of *Tempest* (Sail #3) that he owned in 1973.

If any readers have information on any Mystic Island Cutters, past or present, I would appreciate hearing from you.

Albert W. Wilson, 33 Sunset Terrace, Essex, CT 06426, (203) 767-0814, 72614.1332@compuserve.com.

### PFD Regulation Needs Publicizing

Tom Shaw's article on life jackets in the April 1st issue makes no reference to the change in federal regulations effective May 1st that will have substantial impact on small boaters. All boats under 16' will be required to provide **wearable PFD's** of correct size for each person aboard. The type IV throwable devices will no longer meet the requirements.

Dissemination of this information has been incredibly poor. As recently as the Maine Boat Builders' Show in March two of the three exhibitors officially promoting boating safety displayed out-of-date brochures not reflecting this change. An urgent note or bulletin may be in order to inform your readers.

Paul Gorman, Rindge, NH.

## A Gam for Small Scale Boaters

With my renewal I want to say how much like your magazine. There are evenings when scanning your latest issue is the most interesting thing to happen to me all day.

I try to squeeze my love of boats into my busy life as parent, spouse, teacher and fairly responsible adult. And that means that boating has become a small scale, often solo experience that is more dreamed about than accomplished. I take great comfort in knowing that there are other people who are being resourceful and creative in their efforts to outwit practical matters in order to get out on the water.

When I'm putting the finishing touches on an ad hoc sailing rig, or when I'm reflecting on a brief but profound nautical adventure, I often think of sending you an account of what I'm up to. I don't know if I ever will, but I appreciate the way your magazine seems to hold out the invitation to converse with other small-scale mariners. Reading *Messing About in Boats* offers a taste of the pleasure an old-time sailor must have enjoyed when he'd spy another sail on the horizon and anticipate pulling along-side for a "gam".

Tony Lee, York, ME.

## A Simple Beach Cruiser

Recently in the evenings I have been amusing myself making cardboard models of a skiff at a scale of 1-1/2"=1'. The idea is to design myself a simple beach cruiser. The design borrows a lot from Bolger but I am adding some curve in the bottom at the stern to cut drag when heeled. The curve, combined with some radius in the transom makes a very attractive stern.

I may follow up with a short article and some sketches for you, perhaps some readers would like to know about this technique.

Ernest Brock, 2911 Dragonwick Dr., Houston, TX 77045-4707

## Views of a Snowbird

I am happy to see that the Cedar Key Meet is still on but I would like to get some input into the '96 Cedar Key Meet.

I first went to Cedar Key after reading about it in *Messing About in Boats*. I went there with some canoeing friends in February of '94, we really enjoyed ourselves canoeing and birding in the area. I came back that April with my wife and it just wasn't the same, our laid back town had filled with people.

I went back in February of '95 and I would like to say that February is the time to really enjoy Cedar Key. When the planners start thinking about a 1996 Mess-about, February makes a lot of sense to this snow bird. In April and May the ice is out of our Minnesota Lakes and I'm busy paddling close to home.

I for one would enjoy boating in the Cedar Key area during our Minnesota winter. January is too early, the days are too short and the weather in northern Florida can be iffy. By late March the ice is going out and I'm paddling in Minnesota. Anyone who would like to join me in Cedar Key in February of '96 let me know soon, at least before Christmas.

Mississippi Bob Brown, Apple Valley, MN.



### And Another Idea

I recently fell into a good deal and bought a sail for a boat that I don't own. The price was right and the sail should fit a variety of Bolger boats so I didn't go far astray.

Having bought this sail and realizing how many more sails are out there cut to the same dimension I got to thinking that maybe it's time to create a new development class.

Think about it as the ground floor of a new class, let's call it the Dynamite class after the guy who has been flooding the market with the only sail that would be permitted. Length and beam could be left wide open, as could boat weight.

Development classes are classes for the home builder/designers. I think it could be great fun to let the designers run rampant.

Mississippi Bob Brown, Apple Valley, MN.

### Surviving on a Sunfish

After reading Lloyd Grimes' letter in the April 1st issue I feel compelled to offer him some encouragement. His hideous misadventure on a newly acquired Sunfish should not discourage him into selling it.

I am a youngster of 62 and own both the Sunfish and the smaller Minifish. I rejoice in his survival and if it is not too late may I suggest that he keep the boat and repair or replace any needy parts. Then install a 5" dia inspection plate on the deck. It unscrews to reveal a mesh bag to hold your wallet and other valuables.

To address the ever-present problem of capsizing, try practicing standing in four feet of water. Put the boat on its side, loose the sheet fully and with your belly against the hull, reach into the cockpit and step on the completely extended daggerboard. The boat should pop right up. Then just grab the hiking strap and slither aboard. This is somewhat more difficult with a type I lifevest, but as for me, I wouldn't use any other.

Gordon South, Santiago, MN.

### Beetle Cat Handbook Available

Readers may be interested to know that the New England Beetle Cat Boat Association (NEBCBA) has recently published an updated version of its Handbook. The last issue was in 1979. The handbook contains a class history, records of class championships, past officers, updated class regulations, and other important information for owners of Beetle Cats. Copies of the handbook are available for \$5 from the Class Secretary, David K. Akin, 40 Chase Road, West Dennis, MA 02670, or copies are given free to members of the Association. Membership in the Association is \$15 per year and applications may be obtained from the Treasurer, Edwin Howell, 23 Stratford Rd., Seekonk, MA 02771.

The Beetle Cat is one of the oldest active one-design classes in the world and is still made only of wood. In 1996 NEBCBA will be celebrating the Beetle Cat's 75th Anniversary.

Roy Terwilliger, Vice-Chairman, New England Beetle Cat Boat Association, Harwich, MA.



### "Bumper Boats" Anyone?

Here's how I mess about in boats for a living. I'm Marketing Director for J&J Amusements, a firm which manufactures

"Bumper Boats" for amusement parks. The photo explains them best. Sort of a nautical form of the old Dodgem cars.

Marvin Foster, Turner, OR.

### Martha Jane a Merry Tale

Thanks so much for printing John Sherrill's merry tale of the inner city Martha Jane. Hats off to him! He was entertaining, informative, and inspiring.

What he said is sure congruent with my experience: Hiring space is problematic. Building outdoors is second rate but affordable. System 3 epoxy takes more than a week to arrive from the west coast. A little Makita power planer and a Rockwell random orbit sander, with sufficiently coarse paper, are joys to use. Fitting out is expensive! Foam, upholstery, lamps... let alone ground tackle...

I hope he is proven right in his decision not to sheath the AC fir plywood with fiberglass or something similar. But I think that John underestimates the damage he will confront and the work he faces. His topsides will not simply show wood figure, but will, sooner or later, crack, open, fracture, fissure, check.

By all means, if you want to try using fir plywood without sheathing test it on a small punt in the backyard for a year. Our Tortoise punt, unsheathed, painted very light green, leaning against the back porch, checked over the winter. And is getting worse. The boat we built a decade ago, painted blue, and someone other than me left on the beach over the winter, had aggravating, obvious, and large checks on the epoxy-coated parts in the spring, but no harm on the sheathed portions. So paint it white, cover it, or hedge your (expensive and time-consuming) bets and sheath it to start with.

Gregg Shadduck, Minneapolis, MN.

### Summer Camp Fleet Restoration Project

Wanted: Lakeside camp in central Maine seeks able bodied people of all ages for ambitious restoration project. No special skills required, just a desire to preserve a piece of Maine's small boat history. Love of wood/canvas canoes a plus!

Sound great? Well, that is the plan for this summer! We at The Wavus Camps want to, with your help, restore our fleet of twelve wood/canvas canoes. Although they have been out of service for almost twenty years, these canoes are in pretty good shape. They need to be cleaned, re-canvassed and have an occasional rib replaced. The first canoes we plan to work on are two 25' Kennebec War Canoes with others being worked on as time and money allow.

We are asking volunteers to sign up for a full Monday through Friday work-week, and plan to work mornings. Afternoons will be up to you. Bring your own boat and "mess about" Damariscotta Lake or do some sight-seeing along the coast. Of course you are welcome to just keep working on the canoes. Volunteers are encouraged to camp on-site.

If, unfortunately, you are unable to join us at camp you can still help with a donation of money or materials. Call about specific needs.

We look forward to hearing from you. For more details or if you have any questions please call me at (207) 967-2569.

Bob Johnson, Kennebunkport, ME.

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The eighth annual Yachting History Symposium, held at Mystic Seaport on the weekend of March 17, was dedicated to the proposition that yachting has evolved from an elite, extravagant, and at times snobbish exercise in conspicuous consumption to a more modest, and increasingly open, if not radically democratic, camaraderie.

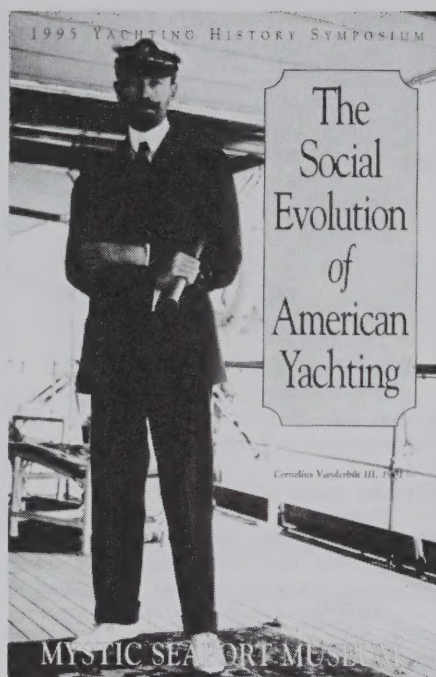
This theme was not much in evidence at the Friday afternoon Workshop, during which a number of professionals gave advice to an overflow audience of more than fifty, most of them representing yacht clubs, on how to organize and protect records, trophies, and other memorabilia, and especially how to research, write, and publish yacht club histories.

Though Fred Calabretta gave sound advice about conducting oral-history interviews and Louie Howland insisted that more than an effort to please the commodore was called for, it became clear that investigative reporting was not among the skills required of yacht club historians and that they were expected to write a cheerful, uncontroversial narrative, sidestepping scandals whenever possible, and produce an impressive volume that would indeed warm the heart of the commodore, boost the morale of the membership, and bolster the coffers of the club.

Howland asserted that the sine qua non for the successful club history is the craftsmanship provided by a professional book designer, who is paid the lion's share of the budget, and rightly so. However, making a point indicative of a tension that became evident during the remainder of the symposium, a woman in the audience, representing a Coast Guard Auxiliary flotilla, displayed a perfectly respectable, do-it-yourself history of her organization that had been created on a desk-top publisher, without the services of a professional editor or book designer.

This tension had much to do with the use of the terms yachting and boating, both of which appear conspicuously on a recent Mystic Seaport logo. Of course, it was not just words that were at issue, but the style of life, the implications in respect to social status, and the attitude toward recreational watercraft that the terms connote. This difference was highlighted when Ben Fuller, whose talk was listed on the program, oxymoronically, as "Blue-Collar Yachting" pointed out that his title, which someone had changed, had originally been "Blue-Collar Boating." Throughout the symposium the speakers and members of the audience felt compelled to define themselves personally with respect to boats or yachts and the organizations and enterprises related to them.

The discussion was well launched with Llewellyn Howland's presentation, "Why People Own the Boats They Do," a thoroughly enjoyable, anecdotal, and somewhat rambling account of his youth in Padanaram, where he felt snubbed by the children of the affluent, and which he combined with a discussion of a variety of yachts or boats and their owners. Howland's premise was that boats, like dogs, frequently resemble their masters. He referred, for example, to a rolly-polly yachtsman with a rolly-polly wife and daughter, who as a matter of course owned



## The 8th Annual Mystic Seaport Yachting History Symposium

By Jim Lacey

a rolly-polly boat.

More tellingly, Howland made the point that most owners think of their boat as a prized possession that makes a personal statement. At times, he noted, as in the case of a Texas Colonel's glitteringly vulgar and unseaworthy megayacht, the statement made is not exactly what the owner had in mind. Howland's own fantasy? The tasteful extravagance of *Gardenia*, a slender, elegant, long-ended 92' daysailer!

The most scholarly of the papers presented was by social historian Robert MacKay, Director of the Society for the Preservation of Long Island Antiquities. In "From Pier to Shore: The Architectural Evolution of the American Yacht Club," MacKay demonstrated that the earliest Yacht Clubs were functional, vernacular structures, often erected on piers, a distinctly American phenomenon.

These simple, unpretentious boat-houses gave way in the 1890s to palatial, multi-purpose establishments featuring ballrooms, dining facilities, game rooms, libraries, tennis courts, and even polo fields and golf courses, a change in style that took place when clubs began to be built in the country or the suburbs, some distance from the city.

MacKay views this development as part of the attempt, amidst the flourishing "country-life movement," to establish an American aristocracy. Just where the future lies, with the ritzy yacht club or the modest boathouse, remains to be seen, according to MacKay. My bet is that marinas and modest boating clubs, some of which may call themselves yacht clubs, will serve the needs of increasing numbers of recreational sailors. The great majority of small boat enthusiasts, of course, will continue to need no more elaborate accommodations than a local put-in or

launching ramp and a proper pub within reasonable distance.

Opposite ends of the spectrum of recreational watercraft usage were highlighted by Ben Fuller's "Blue Collar Boating" and Jay Ottinger's "Mrs. Dodge and *Delphine*." Author of *The Steam Yacht Delphine and Other Stories*, recently published by Mystic Seaport Museum, Ottinger served as mate aboard the 257', triple decked steam yacht *Delphine* in the 1930s, when Mrs. Horace E. Dodge of Detroit took up yachting in the Grand Manner.

With a crew of 54 (who sported eight changes of uniform!) and accommodations including a music room, a smoking room, and a dining room, all furnished in lavish, late-Victorian taste, the *Delphine* was indeed a floating yacht club, equipped with no fewer than four launches, one of which, "the old lady's," was a thirty five footer weighing 15,000lbs. The scenario seemed quaintly campy, like reruns of Cecil B. De Mille's garishly technicolor epics.

Ben Fuller talked about boating traditions established by workers, artisans, and men who earned their living on the water, including races that were held for catboats, sandbaggers, duckers, pulling boats, and paddling and sailing canoes. His remarks were illustrated with slides of on-the-water activities in and about Philadelphia, including the knowledgeable paintings by Thomas Eakins. Fuller focused on the contribution of these blue-collar events to high performance sailing, and indicated that rules pronounced by the yachting establishment made it impossible for these so-called professionals and their vernacular watercraft to compete in sanctioned races.

According to Fuller, this led to the development of two separate traditions that remain with us today, one, epitomized by the career of W.P. Stephens, which went the route of money and prestige that led to the America's Cup, and the other, epitomized by the values of Thomas Day Fleming, which went the way of the boat shop, the home builder, and the folks who get together at messabouts.

Another tradition, briefly mentioned but not developed by Ben Fuller, is the one launched by John MacGregor in his canoe and his little yawl, both confusingly named *Rob Roy*, which led to the popularity of single-handed sailing and cruising in small boats, and matured into organizations like the Humber River Yawl Club, whose artisan membership contributed substantially to small boat design.

In an effort to rouse a lethargic audience, Louie Howland opened the speakers' round-robin discussion by asking the assembled yachtsmen how many of their clubs had African-American members and how many had women members with voting privileges, actually calling for a show of hands. The small audience perked up, but seemed even more pleased when the discussion shifted from the politically correct symposium theme to the latest disaster to befall the America's Cup, the breaking in two and sinking of the Australian boat.

Bill Pinkney, the most conservative of the speakers, placed the blame on the crew, for racing the boat beyond her design capabilities, while Louie Howland



expressed outrage at the design of a 75' boat that could not survive twenty knots of wind in sheltered water, and moderator and yachting historian John Rousmaniere pointed out that design failure is nothing new in America's Cup racing. There followed a discussion, including some very knowledgeable comments from the audience, about the pressure exercised by the media and the syndicates paying for the extravaganza, as well speculation about specific design flaws, including the way the cabin was molded into the deck.

Alison Townley, an Olympic rower from Harvard and spokeswoman for *America3*, sponsor of the then all-women entry in the 1995 America's Cup competition, gave a rousing and enthusiastic account of their effort. She showed a dazzling video of a day in the life of the team, including work on the road, in the gym, and aboard their boat, *Mighty Mary*.

Townley left no room to doubt that theirs is a serious and objectively plausible challenge, admitting that using women as grinders might be a problem on courses with more wind than San Diego. The objective is not to establish a tradition of all-women entries for the future, she explained, but to bring about integration in what has been an all-male province.

The women of *America3* impress me as athletic, strong, and beautiful, not in the style of Victorian yachswomen, but resembling Walt Whitman's rhapsodic ideal of women who are "tanned in the face by shining suns and blowing winds,... [who] know how to swim, row, ride, wrestle, shoot, run," and who are "calm, clear, well-possessed of themselves."

Alison Townley was certainly well-

possessed of herself, when she noted with a glint in her eye that *Mighty Mary* had defeated *Stars & Stripes* with Dennis Conner at the helm twice. And it is now clear that, without the scandalous last-minute change of rules worked out by the syndicates, the women's team would have eliminated the reigning champion of America's Cup competition.

The symposium came to an inspiring finale with the presentation of Bill Pinkney, the first African American to complete a solo circumnavigation. I have always been curious about sailors who sail alone around the world. In addition to the apparently suicidal implications of such behavior and the renunciation of human society it seems to entail, a solo circumnavigation necessarily involves protracted periods of monotony, misery, and pain.

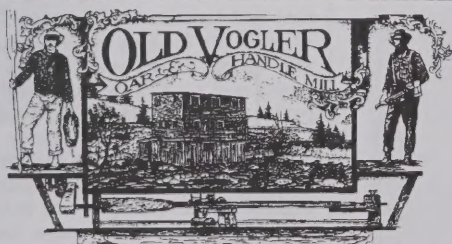
I distrust the standard explanation, which Pinkney offered, namely that it was a "challenge," since an explanation that is universally applicable is not really to the point. There is often the motive of turning oneself into a celebrity and cashing in on the experience by writing a book or a series of articles, but sensible solo circumnavigators, if that is not a contradiction, from Joshua Slocum to Tanya Abbei have managed to enjoy the adventure by spending considerable time at pleasant anchorages. But to sail easterly, as Pinkney did, slugging one's way through the southern ocean seems to be an exercise in macho masochism.

Pinkney's eloquent presentation turned up a number of mixed and plausible motives. As an inner-city black from a single parent home, he argued, he is supposed to be on drugs, in jail, or dead, and

not a yachting celebrity. During his voyage, Pinkney kept in contact with some 30,000 school children via Internet, and he was welcomed by 1500 of them upon his return to Boston harbor. In addition to the video narrated by Bill Cosby, an old army buddy who put up some money to get the project under way, Pinkney has produced a book about the passage, addressed to first graders, and has spoken to an additional 20,000 school children about the adventure since his return.

His message is the inspiring if questionable conviction that you can do anything you set your heart on and are willing to work hard for. Pinkney believes that the sea is an arena of true equality, and he was pleasantly surprised, even astonished, at the cordial treatment he received as a true mariner at such a seemingly unlikely establishment as the Royal Yacht Club of Cape Town, South Africa. Having heard bad things about South Africa, Pinkney had decided to spend as little time as possible there to reprovision, but he was so charmed by the local hospitality that he stayed five weeks.

Pinkney's next project? After investigating the slave trade, he will retrace the African diaspora to the New World. There does seem to be something appropriate in an African American yachtsman/celebrity making the middle passage in a splendid 47' cutter, dropping the hook in what New Englanders no longer think of as notorious slave trading ports, as well as the more romantic and euphonious ports of call in Brazil, the Caribbean, and Senegal. Pinkney's account of such a passage could be a blockbuster.



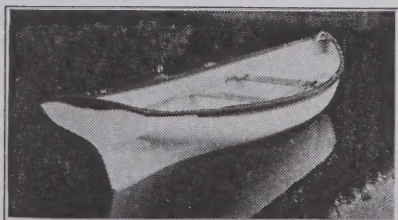
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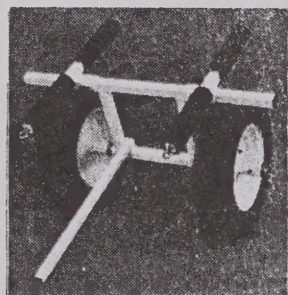
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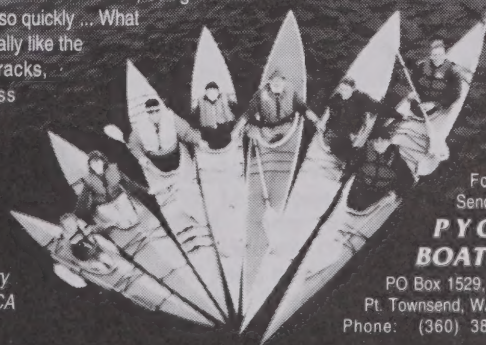
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I hesitate, one foot in the boat, the other leg knee deep in warm, salty water. It is sunny and silent. A light breeze blows steadily from the northwest. There are no obvious signs of life. I push off. The shore moves back, away from the boat and me. The boundaries of motion are unclear. I'm

## Desert Dream

### Sailing A Melonseed Skiff on The Great Salt Lake

By Denise Brown



sure it must be the shore moving back as I stand still and watch it slowly recede. My separateness feels complete, as if it is final and there will be no return. I feel vulnerable, euphoric, afraid, yet free.

The silence and peace are all-encompassing. As I trim the red sail and reach to the north, the flat, pale blue water stretches to the horizon and folds into the distant hills. It is a monochrome seascape, blue water and blue sky separated by the darker blue hills. I check my wake to confirm motion. Is the water moving by me, or am I moving through the water?

The pieces of the scene present themselves one at a time, like slow frames of a moving picture. I have time to study each frame separately. Each sound and motion is new, a surprise that holds my attention, then slowly slips away and becomes part of the whole. I am drawn inward to the small boat I have put my faith in. The bright yellow banner at the top of the sail crackles in the breeze. The wooden spars creak gently as I trim the sail. There is the gentle rocking rhythm of the hull through the water, the wet slap-slapping of the waves. In a puff of wind I accelerate and the boat hums with a low vibration. The tiller and mainsheet come alive in my hands. A little faster and the daggerboard sounds distinctly like a woodpecker.

I bear off and watch the perfect curve of the wake on the nearly smooth water. Even the brine flies are unique, arriving with each lull or calm and settling in on the deck. They are welcome company in this barren landscape. The small transparent brine shrimp float just below the surface. Small water droplets dry quickly on the deck and become perfectly formed craters of salt. I welcome the quiet and peacefulness yet I am moved by the desolation and loneliness. There are long furrows of seabirds feeding on the water. I silently slip up on them, but they fly a short distance and land. I whisper my awe aloud, perhaps to check that I am really here.

In my isolation I glance back at the stark, brown desert island to regain my bearing. Only by watching the island do I register a sense of motion. It looks prehistoric, its bare, spiny ridge running down its length. Low, scrubby plants and wild grasses are the only vegetation visible. It sits isolated in the ancient salt lake. The shore is rocky, brown and white and covered with thousands of shorebirds--sea gulls, avocets, sandpipers, curlews, phalaropes and others. A perfect formation of American white pelicans glides over silently, effortlessly. They stand still in the sky, then spiral upward, a slow dance in a rising column of air. I feel like a small insignificant visitor in their world.

A broad reach takes me reluctantly back to shore. To the east the high Wasatch Mountains show a few remnants of winter's snow. I pull the boat gently ashore. The water dries on my legs leaving lace-like patterns of salt, a connection to the unique world I have entered. I have stepped into a dream and do not want to awaken. As I haul the boat out, the dream is not broken. I awaken, yet my senses still feel the dream's reality.

I will return often to Antelope Island and pushing off onto the Great Salt Lake I will capture the dream again.



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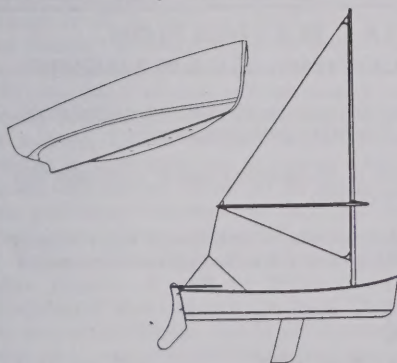
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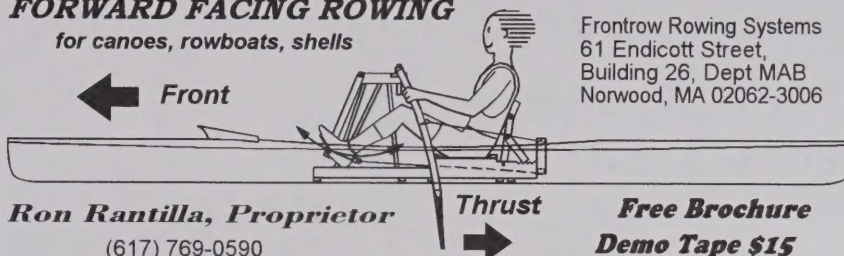
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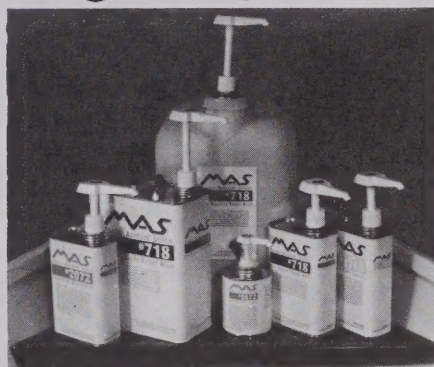


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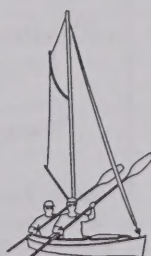
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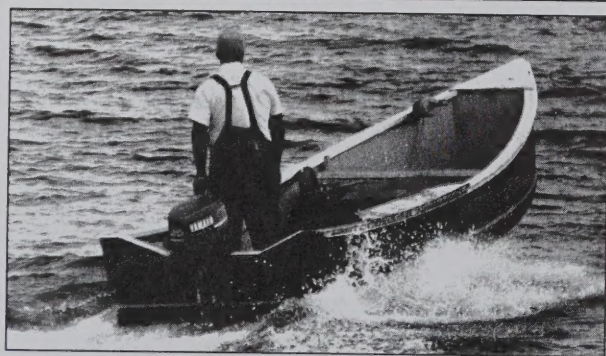
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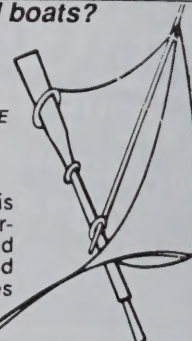
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# Julia May Goes to Sea

By Dennis and Linda Bradley

The *Julia May (JM)* was launched July of '93, you may recall the brief report in *Messing About in Boats* that fall, and the remainder of that year and all of '94 provided delightful experiences. Phil Bolger's Long Micro, or Macro Micro I prefer, has proved to be an amazing craft! I know, designers constantly remind us that every design is a compromise of various factors that contribute to cost, stability, capacity, speed, and comfort. Still, the *JM* is perfect.

Of course, my euphoria may be a reaction to the financial hemorrhage which only stopped in January of '94 when the 30' C&C we bought new in '89 was sold. Aaaaaah, no more shared charter revenue, exorbitant dockage, insurance, storage, haul out and plop in charges, let alone debt service. Now that the bleeding has been stanchied, Linda says my color is much better, thank you very much.

As an aside on this "yacht" infatuation, if anyone is experiencing the urge to buy a new (by definition, expensive) boat, call me at (900) UMA-BSRY. Our compassionate staff will try to get you through the crisis, perhaps even saving your marriage, children's inheritance, mental health. All this and more are at risk. Only \$10/minute. Sounds a bit steep, but our wisdom didn't come cheap. Truly, we don't own "things", "things" own us. Even the *JM*, though less demanding, still has a price.

In her launch report, we promised ourselves a Florida visit and were lucky enough to do so for more than two weeks last March. *Messing About in Boats* had carried fascinating stories about Cedar Key (CK) by Hugh Horton and interesting letters by Mike Leiner and we made inquiries. Of course, CK is in the "Keys" right? Wrong. In case there are any more ignoramuses like me out there, its on the north-east gulf coast between the Suwanee and Wackasassa rivers, about 100 miles north of Tampa, and a full day's drive from the Keys proper. A call to Mike quickly straightened that out and the local Chamber sent more details. While the brochures were nice, our disappointment in finding out where it really was gave us pause.

After all, its definitely not the "Keys" where that spring we had chartered one of Bolger's Black Gauntlets, a 35' leeboard sharpie yawl. Indeed, that trip led to building the *JM*. But what the heck, it's on the way so we might as well stop by, if for no other reason, than to talk to Mike, a Bolgerian if ever there was such a thing, and to "show off" our boat.

Our trip from St. Paul, took three easy days at about 55mph, camping in the boat at an interesting assortment of campgrounds. The last 80 miles or so from Gainesville were the longest, as my patience which had been remarkable up to that point, evaporated. As we emerged from the forests and swamps on to the CK causeway about an hour before sunset, the long drive was more than worth it. Lovely marshes stretched away to the horizons on both sides and the gulf and bayou sparkled



in the low evening sun. We soon found Mike at The Island Place, the condos he and his wife manage. And for the next two weeks he was always checking up on us to see that all was going well.

That first evening in CK was a repeat of many other stops we'd made on the way down, a constant barrage of questions by people who hadn't seen anything like the *JM* and wanted more details, all of which, with my chest puffed out, I was more than willing to satisfy. Linda, of course already knew that I never tired from the attention. Indeed I had hoped for it and had copies of a study plan and spec sheet for just this eventuality.

Nevertheless, there is a down side. It is my considered opinion that any Bolger plans distributor is bound by common decency to include a warning label. Something to the effect: "Warning: The US Bureau of Shipping and the Naval Architect-General have determined that building a Bolger design is hazardous to your anonymity, should you cherish it."

Well the long and the short of it is that we never left CK for the remainder of our time, over two weeks. It was just too full of friendly people, and had too many possibilities to explore in our short stay. Of course, Hugh Horton's several articles about it made that clear already.

Speaking of which, we met Hugh and his father Hal that night (coincidentally, also names of our sons) who had just finished several days cruising and were heading back to Michigan. Fortunately we had dinner with them that evening at Cook's restaurant, the veritable hub of CK's civic life, and learned many things. Especially that Gosling Black Label Bermudan rum is even better than Meyer's Dark or Pusser's. At \$20 a bottle it better be.

And this unplanned meeting was just one of many highlights. There were the many retirees who visited us regularly for details about our adventure. The young couple on their live-aboard workboat from the Chesapeake on their way to Carabelle Island to scallop who tied up along side for two days of fuel pump problems which required our truck and an 80 mile trip to an

engine repair shop. The CK resident woman naturalist, tour leader, bookstore owner, clam rancher, Bolger work skiff builder, who hosted breakfast at a local restaurant each Friday. She provided a fascinating update on all the birds and plants of note and we took one of her marsh tours. Mysteriously, a live Marbled Murrelet (rather drab despite its name) showed up in CK from the Pacific Northwest and for the next week the harbor was besieged by Audubons from all over the east coast.

Then there was Dan, the 20-year retiree from NY's Finest, who spent a few days with us. With forearms bigger than Popeye's he had just arrived on his outrigger /sail/row/canoe via the Hudson, Erie Canal, Great Lakes, Chicago, Mississippi River, Nawlins, and Gulf coast on his way to NYC via the real "Keys" and the ICW. In one stretch of the Mississippi, since he always rowed while looking at where he'd been, he missed a turn and went over a 6 foot wing dam backwards. We also drove Dan to Crystal River to visit the manatee park, and to meet his girlfriend who flew down to join him for a few days.

There was the seafood potluck dinner sponsored by the CK Library Club, and a couple who had us over for dinner. And to top it off, while Dan and I went for a sail and exploration of Rattlesnake Key one afternoon, Linda ran into my good friend Tom and wife from high school and college who I'd not seen for over 25 years.

But maybe you're more interested in how the *JM* was to trailer, launch, set up, and sail. For aside from the brief note about her launch, little has been reported. First, at 1900lbs on a 2800lb capacity single-axle trailer, she tows easily with our '92 Ford Ranger supercab and 4.0 liter V-6. I'd originally planned on getting a trailer with rollers but now believe that adjustable padded bunks under the sides and keel provide superior support. Launching is still easy. Its a Spartan trailer made in Minnesota and guide rails on each side of the keel support make centering a snap.

Set up, launch, and sail away by my myself takes 1/2 to 3/4 of an hour assuming no questions are asked! All spars, in-



cluding a 29', 90lb mainmast, are supported during transport by a removable rack spanning the main hatch, and a permanent laminated gallows spanning the quarter decking. The mainmast is hinged about 4' above its base on a rugged tabernacle hard by the bow. A 4' lever (with *JM's* name carved in it) hinged at the bow's waterline is swung up, lashed to the mast and tabernacle, and holds everything safely in place. This feature got special oohs and ahs.

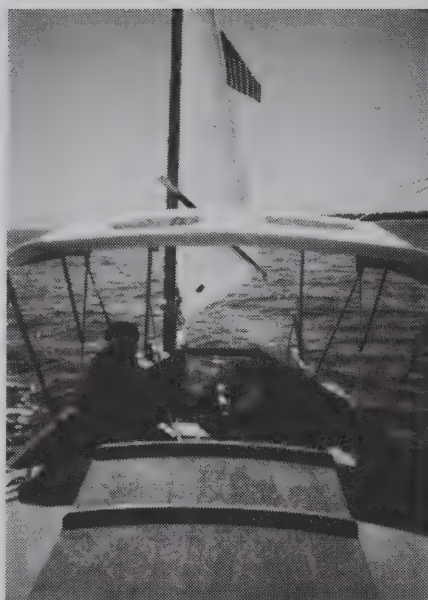
Common Sense's plan catalog (Madison Avenue's influence is apparent here) suggests that the mast can be raised by a small boy. Not so! At least not without a ballasted base whose weight so far forward, would serve no good purpose after raising. Nevertheless, raising the mast is no challenge for a reasonably able person, and the No-Sweat system has me lifting from the cabin deck while a small person (usually Linda) stands on the truck's bumper and hangs on to the butt. Mast weight practically disappears when you approach 45 degrees, and once up, its inertia allows it to be easily lashed in place. Reversing is just as easy.

Bolger's affection for the self-standing cat yawl rig is certainly warranted and stands in dramatic contrast to other more complicated rigs. Who can argue about its amazing simplicity and effectiveness. My brother-in-law Walt, who used to race with us on Lake Superior, was dumbfounded on how easy she was to handle.

No more warning of "Ready about," waiting for someone to find the @\*&\$ winch handle and ready the lazy jib sheet, another to uncleat the working jib sheet and take a few wraps off the winch, while the helmsman got hold of the main sheet traveler and checked for traffic. Followed next by the cry "Hard alee" and several more (un)coordinated actions, with a high probability of hackles jamming at the turning blocks, over eager trimmers tearing the clews out or wearing holes in the leach on the spreaders. And then someone has to run forward to lift the 'deck-sweep' genoa over the lifelines.

With the Long Micro you just put the helm over and relax. Everything takes care of itself. Well almost. On the way from the launch ramp to the beach in front of the Island Place, in my excitement to make an impressive anchoring (you may have suspected that I was a show-off already), I didn't see the concrete daymark for the small boat basin channel hidden behind my mainsail. Fortunately I only hit it with the main sprit and took away a little red paint that wasn't quite as bright as my face. My terse advice to sailors I've taught was that the only sure way NOT to scratch a boat is to leave it on the trailer (Actually, its not safe there either). And I'm nothing if not a good example.

Once clear of the dock you first put up the mizzen, which in this case means unwrapping the mizzen already laced to the mast, snap its clew to the outer end of its sprit, thread the snottier thru its block, belay it, and trim the sheet dead center. All this takes a few seconds standing safely under the gallows in the motor well. The mizzen then brings the bow into the wind so that the main can be raised, and its snottier tightened in turn. And while the boat just sits there head to wind or starts to



drift back, you take less than a minute to coil down the main halyard and its snottier.

Reversing your helm to help her back down which ever way you want, you tighten the main sheet or even back the main abit to help her around, ease out the mizzen and your off! Some folks are troubled by the asymmetry of the sprit. And I do notice a slight difference in performance at low wind speed, but certainly not enough to warrant making a wishbone. I have the main sprit on the starboard side so that when 'heaving to' the main doesn't chafe in the sprit, and so the mizzen, with its mast off-center to starboard, can be brought to port with a foreguy.

The mizzen is the cause of many questions especially because it is off-center. But as Bolger points out, this is of little consequence. Its primarily a steering sail to weather, a riding sail at anchor, although it helps considerably reaching and running. But its maneuvering advantages are its forte. Early on, especially during fairly stiff breezes, I puzzled that just after tacking and with little forward motion, and with the boat just beginning to fall off on her new tack, she'd stop the swing and head back up again in irons, despite my giving her more rudder. The mizzen was the cause and the solution apparent.

When tacking, first harden the mizzen to help bring the boat into the wind. Then put the helm alee and just as the bow swings thru the 'eye' you ease the mizzen sheet for a few moments. This lets her momentum and hull windage keep her swinging, and when she gathers way on her new tack, you can once again trim the mizzen appropriately. The *JM's* full length but shallow keel may not permit her to spin like a fin-keeler but even at low speeds she'll tack from a beam reach, which surprised me.

The *JM* is very fast and as I said, maneuverable. Well heeled, she presents a comfortable vee-hull with lots of lateral plane and goes to weather really well. A curious phenomenon under sail is what at first appeared to be a mooring line trailing out under the stern wake. Turns out it's a solid vortex of air sucked under at the bow

which persists as far back as one can see. The full sail area is 264sq ft and may seem like too much for a 19+ footer. However, you can always reef her, but you can't unfurl what you don't have.

In Minnesota, and many other areas I'm sure, its not the windy days that present a problem, but the "light and variables". You'll be glad you have it unless you really wanted a motor boat. I've even thought that the mizzen might be a bit bigger as in higher winds it doesn't present quite enough windage to keep her head up. But I don't know what disadvantage it would present. Any comments Phil??

Regarding stability, you may also recall that on *JM's* second time in the water, I knocked her on her side and Linda sprained her ankle. It was my fault. First, I had installed the main sheet cam cleat upside down so that I couldn't snap it free from a distance. My second mistake was to get caught by a 25+ mph gust while dead in the water with a full main and the main sheet trimmed hard. Yet I wanted to see just what she could do since the first time in the water, there was little breeze at all.

With no way on, and with the sheet locked, she couldn't round up in time. It was a slow-motion but inexorable knock-down as I couldn't snap the sheet loose and I couldn't get to it while hanging on to the gunwale. Meanwhile Linda was in severe pain, another passenger's mouth gaped and her eyes were wide, and the dog puzzled why her feet were wet. The *JM* just lay on her side with the water completely covering the main, but a safe foot from the cockpit hatch and companion.

When I finally released the main sheet, she came back up with me standing on the high side. It was a warm July day in warm shallow water near shore. But while I was sincerely curious to see what would happen under these relatively harmless conditions and was trying to observe the incident objectively (right), Linda's possible broken ankle made that kind of difficult. Much experience since then in 30 knot winds and more, and lots of it single handed, have reassured me that the *JM* is plenty stiff. I'd like to take her to Cuba when tensions ease.

Of course, "reef early and often" is always good advice. But if you're surprised, easing the sheet or outright releasing it is the natural thing to do. I usually just "head her up in the puffs" as the adage goes and ease her back off when the puff dies. If there is a problem with too much wind, its generally because you're going to weather anyway. If you need to reef, just harden the mizzen, drop the main, and do it while the mizzen keeps your head to the wind.

One key addition to the *JM* was a 6'x 6'x48" high, factory-made, three-bow Bimini. It's mounted on the cockpit deck and "mirabile visu", the foot of the main "scrapes" over it under sail! It covers almost the entire cockpit, has two small clear windows to observe the sails, and at 5'10" I can stand up under it with several inches to spare. It protects from both sun and rain even without side curtains. On otherwise cool days, even in northern climes, sitting in the full sun all day is extremely tiring, not to mention risky.

Another feature added, following Phil's hint, was to build two ditty boxes to support the cockpit hatch cover/foot rests



in good weather. These boxes are 1' wide, the exact depth of the keel at midships, and about 2' long. When the *JM* dries out at low tide, these sub-micro tenders (named *Hugh* and *Hal*), with painters attached to the main halyard and snorter cleats, are placed under each chine to hold her up.

When the tide returns, this fleet of bumboats (you don't know my sons) bob around patiently until invited back aboard. Further, the main now leads to the ends of the gallows, a topping lift was added to the main sprit, and a different reefing method was worked out.

*JM's* accommodations are also superb. Unlike the case with so many other small boat designs, Bolger eschewed the trunk cabin. Even with 4" cushions on a 5" bunk platform, there is comfortable sitting head room for 6 footers with no crooks in your neck. A porta-potti sits under the 2' x 4' main hatchway or out of sight thru the opening under the cockpit. Anchors and warp are in his novel 'bow-transom'.

While camping in cold weather on the way to CK, we stored a propane tank for making coffee and warming the cabin. We turned the gas on by reaching out the 1sq ft port into the bow transom. But generally, we keep the propane in the motor well and cook under the Bimini.

The *JM* has storage for two 55qt coolers, a deep cycle battery, boat hook, fenders, lunch hook, pots and pans, snorkeling gear, life jackets, tool boxes, ditty bag, fishing rods and tackle, ten gallons of water, and more. And this doesn't include the under bunk storage, under and on top of the "dresser" forward, and two nylon gear hammocks.

Mosquito netting weighted at its edges with brass chain, and held in place by velcro, covers the whole main companionway under the hatch. A 5 watt solar cell recharges the battery to power radio/CD player and three small lamps. Laying at anchor, with the stars visible thru the netting, a bit of the sea breeze coming in thru the forehatch, a good book and a bossa nova in the background, and a cappuccino, as I already said, she's perfect.

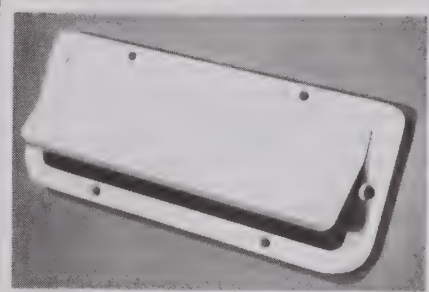
Linda's back spasmed out when we first got to CK so we rented a room at The Island Place where she quickly recovered, no doubt due to the hot tub, pool, and more comfortable beds. Yet this "slight" change in plans actually worked out just fine. I had to sleep aboard each night (hardly penance) because the dock by the launch ramp wasn't designed for leaving the boat unattended with the 3 to 5 foot tides twice a day. And the bridge over the channel into the small boat basin would have meant taking the mast down each nite.

Yet with all the other activities, including a trip to a manatee park, we never sailed up the Suwannee or Wackasassa. Next time for sure. I also single-handed several days while Linda recuperated. The tides were a new experience and the currents among the islands impressive. One of my more delightful memories is tacking back and forth across a channel with mud flats just about to dry out on either hand. On the leeward side with one hand on the tiller and telescopic boat hook in the other. I used it to find the bottom and then just put the helm over.



There were sun drenched beaches and palm shaded islands on either hand, dolphins surfacing occasionally, sea birds fishing in a big rip where the current was deflected to the surface by a mud bank, and no other vessels in sight. And there have been other adventures too. The dead, bloated and aromatic male (definitely male) dolphin I chased and lassoed from the *JM* for the Florida Game and Fish, thinking at first that it was a dead manatee.

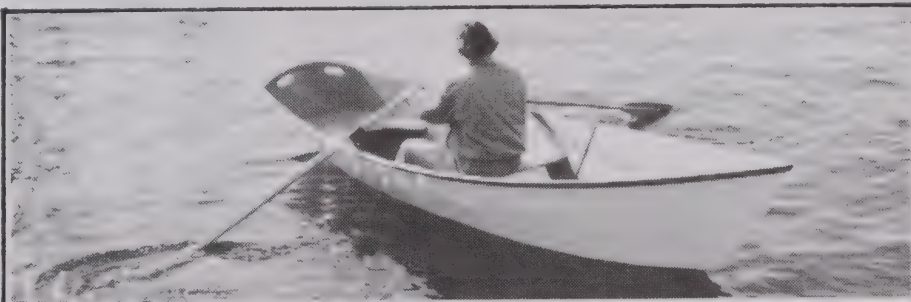
Thanks again Mike for all your help. It was truly one of the best vacations we ever had, even with Linda's sore back and this is high praise. Hope to get to one of your messabouts someday. Thanks too to Phil Bolger, the *JM's* all we imagined. I'd recommend her construction to anyone and would be happy to discuss it with them (on their nickel of course). Only regret that I waited so long to rediscover the joys of small(er) boats.



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In April three trailer sailors drove 1200 miles from Texas to Florida to cruise the Okeechobee waterway. The three boats were diverse in design. One couple, Patti and Dick Goodrich, had a standard Catalina 22. Mary Ann Turner and Bob Fiske sailed a much modified Cal 20 with a pilot house and shoal draft capabilities. My husband Karl and I sailed our boat, *Simplicity*, which is a Jim Michalak's prototype Jewel Box design. This boat is a Birdwatcher type jon boat with lee board and balanced lug sail. All boats had been equipped with some sort of protection against mosquitoes.

Previous research had shown that the trip should be made from east to west to take advantage of the prevailing winds. In reality a front came through proving that "what you see is what you get." We still had some very good down wind sailing.

The boats were launched at St. Lucie Lock just outside Stuart, Florida. Because of limited facilities at the lock we owe much of the success of this trip to two kind local citizens, George and Lillian MacDonall. They allowed us to leave our three vehicles and boat trailers in their yard for a week while we made our way down the waterway.

Because we were so late leaving, the first day we went only a little way down the waterway. We pulled into a side channel, rafted our boats together and had a picnic supper. Dusk arrived and we were celebrating the beginning of our trip when we realized that the mosquitoes were descending on us rapidly. We quickly dispersed and anchored for the night. Unfortunately, Karl and I were a bit slow in getting our mosquito netting up, and some of the mosquitoes penetrated our defense giving us a fitful night of sleep.

The next morning we got on the wa-

# Cruising the Okeechobee Waterway

By Eugenia S. James

terway early. The weather was sunny, but the temperature was cool. After a delightful day's cruising and watching many species of birds and numerous alligators we arrived early in the evening at Port Mayaca. This is the eastern entrance to Lake Okeechobee. We were advised to spend the night in a lagoon beside the lock. During our picnic on the bank of the lagoon, we were surprised to see several alligators patrolling the area. Even though the water was quite warm we decided not to swim!

We awakened early and were locked through to Lake Okeechobee. We were surprised that the Lake which had been so smooth the night before had a considerable chop. We had already planned not to do a straight crossing of Lake Okeechobee, which is the seventh largest lake in the United States. Even in choosing the Rim Route we still had twelve miles of very rough water. We were glad when we reached the protection of the spoil bank. There we had the most scenic cruising of the trip. We saw herons, pelicans, alligators basking in the sun on the bank, cormorant, and ospreys in the nest in a setting of giant cypress trees draped in Spanish moss and citrus groves.

Early in the evening we were locked through a side canal to Roland Martin's Marina at Clewiston. Having slept in our boats for several days, we decided to get a room at the Clewiston Bed and Breakfast

Inn in order to enjoy the luxury of bed, bath and breakfast. Clewiston is an old sugar town, and we were treated to much Southern hospitality.

The next morning after a substantial breakfast, we continued around the rim of Lake Okeechobee to Moore Haven Lock. At Moore Haven we were locked into the Caloosahatchee River. This river is a wider part of the waterway and is lined with beautiful houses which have large screened patio areas, attesting to the fact that the natives are not immune to the mosquitoes. That night we gathered at the boat launch of Lake Hicpochee just past Moore Haven for a steak dinner which we finished well before dark. We hastily anchored in the canal. Our night's rest was interrupted by a group of local teenagers partying at the launch where we had enjoyed our meal. The music was loud but the mosquitoes drove the kids out early.

When we got up the next morning the forecast was gloomy. Although we were hopeful that the sun would shine, the sky only got darker, and by noon we were in a full downpour. There was limited dock space at LaBelle. We were lucky that a couple from Belgium allowed us to raft up to them. They had sailed across the Atlantic and were planning to secure their boat from hurricanes and tour around the United States in a motor home. We had lunch in LaBelle, did a little shopping, spent some time in the lovely library which is right next to the dock and made our way down the river in the rain.


Looking forward to showers at the W.P. Franklin Lock, we were rapidly locked through only to find that the facilities were not completed. We did manage to have happy hour under the only completed shelter minus a table and went to bed early because it was still raining heavily.

We awoke next morning and realized that we were now in a tidal river because our boats were aground. After a strenuous effort to refloat the boats, we continued on towards Ft. Meyers. The wind really picked up as we reached the open water of the bay, and, in attempting to reef the sail, we got out of the channel and went aground. The combination of strong wind, shallow water and the wakes of huge sports fishing boats was quite frightening. However, we got everything sorted out and had a fun sail.

Close to starboard, before passing under the bridges, we found a small boat marina, North Bay Marina. We called for a rental car to be delivered there, and, while two people stayed with the boats, the other four went back to St. Lucie Lock, about 130 miles away, to pick up the vehicles and trailers. They were very interested to see the land side of all the towns we had seen only from the waterway.

The general consensus of our group was that we had chosen the best possible way to see the real Florida. Everyone at the locks was very kind and helpful when we needed information. We were saddened by the fact that we did not see any manatees, also called sea cows. We learned that only about 2,000 are left and they are on the protected species list. We hope that the intrusion of man with his powerful engines and fast speeds will not kill off these mammals.





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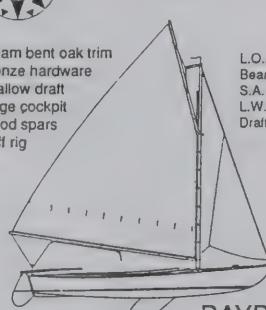
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**Heading South:** Six months to the day after I had begun by roughing out her stem, Ben Price and I set out for Florida with *Raskur*, a 24' Chappelle sharpie I had built just after graduating from college. *Raskur* (an old word from the Faeroe islands off of Scotland meaning something like "rascal," only better), twenty four feet of white pine and oak, weighing in at around 2,000 pounds yet drawing a mere nine inches, was "ready". "Ready" meaning that I was so antsy to get down south that we were leaving in a mad rush and would finish all the bunging, painting, sanding, etc. enroute. With some difficulty we winched her aboard the trailer, cleaned up the shop and packed the car. Man, did we have a lot of stuff.

I was completely out of my mind by this point, very relieved that the sailing portion of the project was finally about to begin, but even more petrified by the knowledge that we were hardly ready to sail off into the sunset, that I had to locate untold amounts of gear, and that I was forgetting half the things we would need for the trip.

Where were we going to stay while we did all this stuff? Where were we going to leave the car once we set sail? What if the car broke down? The logistical problems which needed solving before we could make it to Florida, get sailing, and over the course of six months or so to sail up to Boston were so monstrous that I felt as crushed under them all as I would have had the boat itself had been resting on my shoulders. Disaster seemed to lurk around every corner.

We first stopped off in Annapolis to see my uncle Hank Parker and his family and to get supplies from that hub of the sailing world. A few days later we were on our way to Stuart, Florida, where my Uncle Harry Parker (Hank's dad) spends his winters with Aunt Woofie. When we got to Stuart, since we couldn't park *Raskur* at uncle Harry's house, we found a boatyard to leave her at just north in Fort Pierce. Uncle Harry helped us requisition the last few thousand items we needed and provided us with a lot of good advice and moral support.

We met Christy and her little sister in the Fort Pierce boatyard. Christy helped Ben with the pair of sandals he was making out of an old tire while her sister and I created a sculpture out of "found objects" and just about every copper tack I had brought with us.

By the time we left we had collected nearly all of the equipment and supplies we were going to need for the trip and had decided to launch on the gulf side of Florida. We ended up in an extremely friendly do-it-yourself yard in Tarpon Springs just north of Tampa. As usual it took a lot longer to get her ready than I had anticipated.

By the time Ben had fully grasped what I had attempted to avoid coming to terms with. First, that even without all of the mountains of gear and supplies we had brought, *Raskur* was going to be really small for two people. Second, that this section of the Gulf Coast was not the place for a person with no cruising experience to shakedown an untested boat designed for protected water. Not to mention the fact that my grand plan for making it to New Orleans before heading back up the

## Pete & Raskur's Maiden Voyage

By Peter Johansen

Atlantic coast was, at best, not feasible.

With great presence of mind, Ben directed the land barge (with *Raskur* behind) back across Florida and down south to the Keys, thus delivering me from great unpleasantnesses the extent of which will thankfully never be known.

So we arrived in Key Largo and on February 1st launched *Raskur* off the Caribbean Club's ramp into Blackwater Sound. I was now in a blind panic. We were working feverishly and our wits were as close to the end as they ever got. We ended up camping out in the Caribbean Club parking lot for four nights while we got her rigged and the sails bent on and the gear loaded onboard and collected the last few supplies I would need.

By the morning when Ben and I shook hands and wished each other luck the management was ready to call the cops on us. In fact the only reason they hadn't by the time we left was probably because the Caribbean Club tries to avoid dealing with the cops as much as possible (it seems to have slipped a notch or two since "Key Largo" was filmed there and the place was more frequented by "roofers from hell" than by upscale members of the Conch Republic).

But after all that, everything was finally ready, I said goodbye to Ben, and at 10:00am on the fourth of February 1993, I took *Raskur* out alone for the first time and sailed off into the sunset.

**The First Day:** So off I went. The plan was to just sail around a while in Blackwater Sound (a squishy body of water about 3 miles by 3 miles) and to get to know *Raskur* a bit before anchoring for the night. That plan was abandoned rather quickly.

*Raskur* and I had left the dock with all canvas flying in a gentle breeze but by the time we had gone half a mile the wind had built to around fifteen knots. I decided to drop the hook and tie in a reef before proceeding further, figuring that I could use the practice anyway.

Practice indeed. I was still wrestling with the rig almost two hours later. In my fervor to use traditional materials I had bought about 300' of 1/2" manilla line which fit snugly in the 2-1/2" blocks I had, dry, that is. Wet, the manilla swelled to 3/4" in diameter and became inextricably jammed in the blocks, thus rendering my rigging plan moot. Even if I had had 3/8" inch line it would have still taken me almost an hour to reef the sails because the tackle for the sprits was in the way of the lines lacing the sail to the mast.

Finally, I managed to jury rig the mess so that I could at least get to shore (I had ignored my entire family's requests that I buy an outboard) and hauled away at the anchor rode. I found the hook had a death grip on the bottom. I don't know what the problem was, because I never had another problem raising that 13 pound Danforth but for some reason, right then it wouldn't budge. I sat down in the cockpit and started to peel an orange and think

about what I would do instead of sailing this stupid boat for the next six months.

Enter Skip and Kim. Skip and Kim live aboard a 40' Alden schooner named *Hannah* which was anchored just off the Caribbean Club. Having witnessed the trials I was enduring, they motored over in their Avon and asked if I needed any assistance. Instantly realizing that these people had been sent by the gods I said "absolutely," climbed into the Avon and we roared off to *Hannah* to discuss my troubles.

As if I needed any further sign that they were of divine origin they said, "We're sorry, but we only have one kind of tea to give you, Lapsang Souchong," which is my favorite, hands down. By the second cup my spirits were almost completely restored and I went off with Skip to buy some 3/8" nylon line for all the running rigging. We went back to *Raskur*, whipped the boat into shape, broke the recalcitrant anchor free of the bottom, sailed over to *Hannah* and anchored just downwind of her.

That night we went shrimping and later proudly ate the dozen or so victims of the hunt, the largest of whom might have passed for an anemic bait shrimp. Fortunately *Hannah* was also stocked with plenty of beef stew and French bread. Late that night Skip ferried me back to *Raskur* and I cleared away enough of my scattered gear to allow me to spread out my sleeping bag.

The events of the day had left my self confidence more or less shattered. The pep talk Skip and Kim gave me helped a lot though, and I figured I could still learn much about cruising and have a good time in the Keys even if I didn't make it all the way back to Boston. So when Skip and Kim said they were heading to Pumpkin Key the next day (about ten miles east) I figured it would be a good idea and a lot of fun to cruise with them for a couple of days.

Again lack of foresight proved my undoing. I first tasted failure while vainly searching for the elusive Jewfish Creek which allows egress from the east side of Blackwater Sound. Navigation in the Keys is fairly difficult because there is not much in the way of topography which makes it nearly impossible to tell what you are looking at (a row of islands or one big island?) and skews your depth perception.

Sculling *Raskur* (which would be necessary through the narrow channels I would be dealing with) was also a lot harder than I thought it would be. In fact it was impossible for anyone with my skill even in the practically dead calm I was attempting it in. After about half an hour of the extreme exertion I made it about twenty yards up the channel and close enough to ask some people on shore if this was in fact Jewfish Creek. It was not.

So with heavy heart and my spirits washing around in the bilge I sailed north the quarter mile to Jewfish Creek and disembarked at Gilbert's Marina. With the help of some friendly employees of that establishment I was able to locate an outboard engine I could buy the next day. That night, chagrined by my overconfidence and poor calculation, but pleased to have anchored next to a local bird hangout, I drifted asleep to the sounds of cormorants haggling with each other over the choicest beds.



**The Engine Fiasco:** Off we sailed to Rowell's Marina the next day. Rowell's turns out to be right next door to the Caribbean Club, though it is infinitely more hospitable. Though the marina caters exclusively to stinkpotters and recreational fishermen, the Rowells were the most charitable people I had the good fortune to be completely dependent on during the whole trip.

I spent many hours sitting on the back porch with old man Rowell waiting to hear news from his son Charlie of how work on the engine was coming and if it would be ready today. He told me of his days as a scrap metal dealer, stock car owner and driver, and as the owner of a marina in the Florida Keys. Mr. Charles Rowell Sr.'s body is giving out on him, he has had two open heart surgeries and a stroke, he can barely walk even with a cane, and has skin trouble due to medication. Even so, anyone who isn't respectful of him still risks being knocked flat on his butt. Whenever we shook hands, mine, which is used to a firm grip, inevitably crumpled lifeless in his own.

Despite the fact that I was a "blow boater" (Mr. Rowell has refused to set foot on a sailboat since the day he had so terrifying an experience on one that he found it necessary to lay out the skipper, after regaining the safety of the shore, that is) he and his son, Charlie Jr., spent several days over a two week period finding me a good engine. The one they thought they had for me turned out to have a disreputable knock, and the second pooped out during testing.

When they finally located a five horsepower British Seagull for me at a hundred dollars a horse they didn't make a cent off of the deal. The fact that I ever got a good engine for a good price is entirely due to the integrity and generosity of the Rowells. The good conversation to be found there is also responsible for the fact that I didn't completely lose my mind during those two weeks I spent lolling around at anchor in Blackwater Sound.

**The Road West:** After fourteen days of waking up and wondering if this was going to be the day I was to be liberated from the confines of Blackwater Sound, I finally bid adios to the Rowells. Working on the boat, going on daysails and basically practicing for the voyage to come had worn entirely too thin with me by the day I escaped.

At long last, on the 21st of February, with the Seagull grafted haphazardly to *Raskur's* transom and shoving us along, we made it through Duesenbury creek and into Tarpon Basin. Drunk with that success, I attempted to sail through Grouper Creek which exits the other side of Tarpon Basin. However, the engine wished to participate, and after we crashed twice into the mangroves on the north side of the channel I decided to fire her up.

The winds in the cuts and creeks are very fluky and changeable for some reason. It seemed like you had to be on a dead run practically to have any hope of getting through the things. It is probably good that I didn't find the damn engine entirely useless after all that hanging around.

I arrived, after some determined beating, at the Upper Keys Sailing Club, and met a few of the members. One of them,

Craig, chauffeured me to the hardware store for some sandpaper and even lent me the nickel I was short. We then went out for a sail in one of their new daysailers which was so light and quick to accelerate that after being on *Raskur* for almost three weeks I could hardly believe it. We had a couple of beers at the very comfortable and friendly bar. By the time I decided to head back to the boat the dinghy had had time to escape. The members generously loaned me a dinghy so that I could recapture it. I gave it a good talking to once I finally caught up with it and lashed it tightly to the dock.

That evening I went to the Cracked Conch with Rick, a new member of the club who was learning about the differences between "downstairs" and "below", "bed" and "bunk", "kitchen" and "galley" and about all those "ropes" up on deck which needed belaying, making off, and coiling. We blew a few bills on some excellent food, great beer and a cool T-shirt. They are such beer connoisseurs there they even have a "beer bible" from which you can learn more than you ever wanted to about any of the eighty thousand beers they stock.

I had some good beer discussions with Wendy, the ravishingly beautiful waitress who was headed soon to Colorado and her boyfriend. This boyfriend of hers might have had something to do with the fact that we were unable to lure her back to the UKSC for Rick. Rick settled for a T-shirt.

After having one last drink at the clubhouse with the completely relaxed bartender and his wife, I sculled back to *Raskur*. The water was full of microscopic bioluminescence which looked like stardust out of a Disney cartoon the way it trailed off in the wake of the tender and sculling oar. With the glassy calm, a glowing trail from me to shore and my drunkenness it was impossibly beautiful.

The next day *Raskur* and I had a good run from Buttonwood Sound to Islamorada on Upper Matecumbe Key. We ran aground twice. We banged out of the cut with a double reef in the main and one in the mizzen and headed west until hanging a left to cut south of Pelican Key. The wind really started to pick up at this point, though I decided we would intrepidly press on regardless. With the wind's help we scraped over some really shallow areas, plowing a straight furrow through the mud below.

We passed Tavernier and decided not to deal with Cowpens cut. We headed down into a bay hoping to find a break in the bar which separated it from the great beyond. We located "Hog Channel" which is marked by defunct toilet seats nailed to posts. As usual, we found the sailing conditions in the cut more difficult than anywhere else. Even though the engine was pushing us at this point, we soon found ourselves on a bar. I was able to push *Raskur* off without much trouble (how much trouble can it be when all you have to do is get out and push?) and navigated the channel successfully on our second attempt. By this point the wind had mellowed a lot and we had a beautiful sail to Cotton Key.

In fact, by the time we got to Cotton Key the wind had mellowed so much that further progress was hampered. I decided to shake out the reefs while underway. While

I was fiddling around on the foredeck we ran hard aground. I was thrown clear and shook out the last reef while cooling my heels in the mud. I shoved us off and we headed south to our anchorage du jour which ended up being just northeast of Islamorada. We had averaged about 4 knots which seemed pretty good to me, especially considering the two groundings.

The next morning we made the brief sail to Islamorada proper. It was a short scull to the "Lor-L-Lei" bar, etc. where they graciously allowed me to stash the dinghy for long enough to mail packages, replenish stores, and talk to dad. On the way back to *Raskur* I visited a beautiful IOR race boat, *Panacea*, which was having its decks relaid. Tim, her owner of eight years, was doing the job and he showed me around. I was immensely impressed that he could singlehand this boat, which was at least twice as long as mine, and infinitely more massive.

Tim recommended West Key and so we sailed the mile north to it in anticipation of a norther which was supposed to blow through sometime in the night. I fished for an hour and a half but with my usual level of success. The one thing the Rowells' did sell me was a rod which I was supremely inept at using. The old man knew of many great holes where all you had to do was cast your line in and you had fish. He gave me many encouraging words but none of them had any effect. The one fish I caught during the whole trip was so small and unexpected that I thought I had snagged a piece of seaweed.

That evening I got right up to the mangroves, close enough to really foul my line a couple times, but not close enough to the fish. I had, however, anchored close enough to the mangroves to provide the local mosquitos with some good bait.

The norther didn't show up that night and in fact it wasn't until about 11:30 the next morning before there was so much as a zephyr. I leapt to the sails and we headed out. Almost immediately a squall line popped up in the west. We ran over to Cotton Key and dropped the anchor but nothing beyond a few splatterings of rain materialized. We continued on our way west and had just made it through the first cut, north of Shell Key when another squall line loomed up on the same horizon. This time it was for real and we didn't have a chance to get to any real cover before it was on top of us. I climbed into my foul weather gear, threw the hook over, and dropped all the canvas. About thirty seconds later the wind came howling out of the west and it began to pour.

Wow, it was beautiful. The diffused light was like nothing I had seen before. Anything white glowed as if it was lit from within and the aqua of the sea stood out in sharp contrast to the steely grey-blue of the sky. I hunkered in the cockpit with my back to the cabin and watched *Lignumvitae* Key as it was devoured by squall after squall.

After the rain stopped, we stayed because the wind and chop hadn't calmed down significantly. I offered Neptune a beer in the afternoon, but he remained unmoved. We took the rest of the day off and waited for the wind to clock around to the east.

By 10:00 the next day we were fed up



with pounding at anchor. I warily hoisted a double reefed mizzen and hauled up the anchor. The wind was out of the north at around 20 knots with rough chop. I was worried that the combination of the chop and the wind might set us to rolling, but it didn't turn out to be a problem at all. We averaged five knots for the whole day which I almost couldn't believe.

I had one of my first dolphin experiences that day when a couple of them came over to check us out while we were off of Fat Deer Key. They were not so enthralled with what they found I guess because they swam off after darting under the boat a couple times. It seemed that if dolphins were in the area they would come to see what you were up to, which is a different sort of thing than most creatures do.

Whenever they came by they would usually sneak up on me and surface right next to the boat with a huge "PSSSHH!" which would make me jump several feet in the air. The dolphins never found us particularly satisfying, I guess because we didn't kick up much of a bow wave, but they at least spent a little time checking us out. It was always great to get to spend some time with them. They are incredible animals.

I also discovered some ways to occupy the mind while on a long transit. Cruising is a lot of fun and there is always a lot to do and to watch out for while you are underway. However I would often be at the tiller for ten hours at a stretch and by the end of a day of that, I would usually be looking for any sort of diversion.

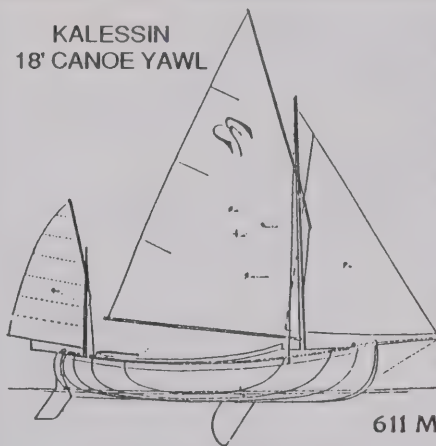
A particularly good thing to do on *Raskur*, if you want a different perspective, is to lie on your back with your head hanging over the side about a foot off of the water. You look at the waves moving slowly past you and at the wake and the spray close by and then you look off into the distance where there is sun sparkling on the water and low bits of land. From this point of view, your motion through the water does not appear to translate into any gain towards your objective and you get the feeling of being on a watery treadmill. Very weird, and not necessarily the illusion you want to create when you have been trying to reach an island for the past four hours, but definitely a good way to waste time.

We arrived at Marathon around 4:00 in the afternoon and anchored behind one of three tiny islands. The local birds seem to like these islands which are about ten feet in diameter. There were about forty cormorants all hanging out on the one just north of ours. That night the moon in its day old crescent looked like a baseball glove ready to catch a star which was hanging just above it.

The next day I went ashore and received word that I had been offered employment by the environmental education organization SoundWaters. I accepted the job which unfortunately began a mere six weeks later. From this point on I knew for sure that I wasn't going to be sailing all the way back to Boston which was something of a disappointment. I had worked for six months straight and had planned for many more in order to bring *Raskur* to life. It was weird to give up the end of the dream.

(To Be Continued)

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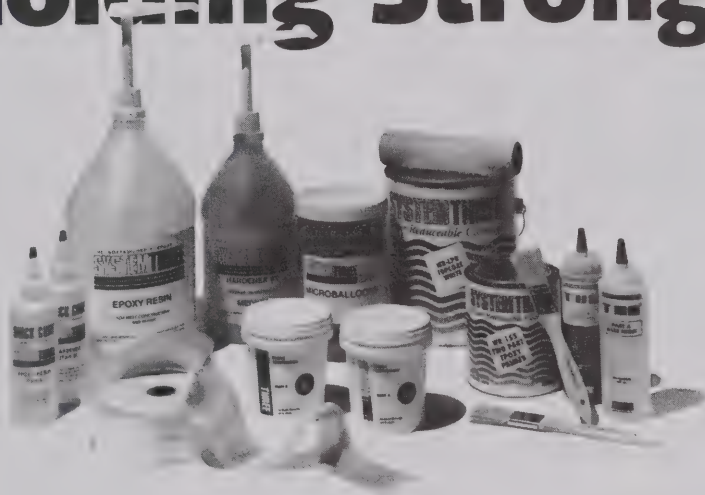


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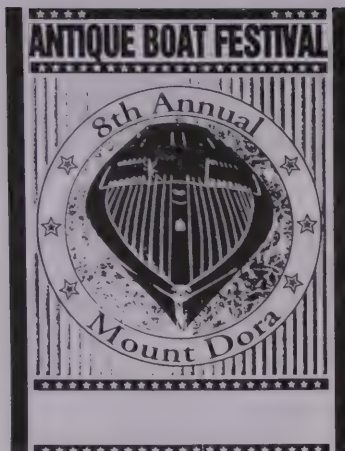


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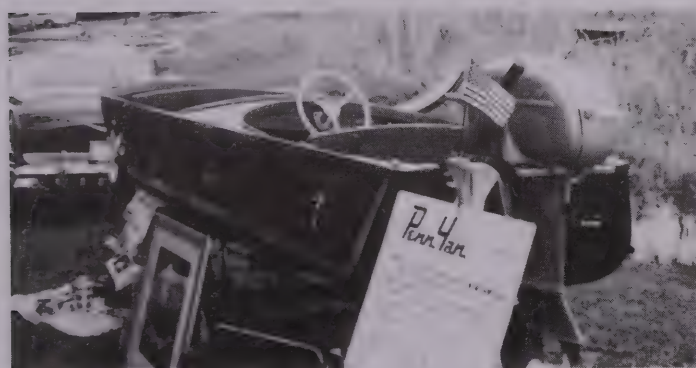
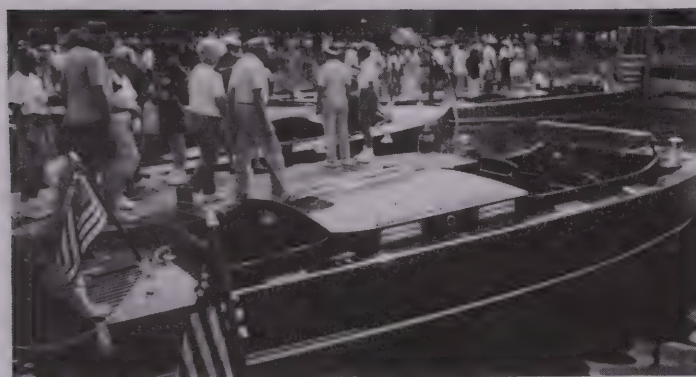






By Walter Fullam

This March's 8th Annual Mt. Dora Antique Boat Festival was another good show, and I heard that they have continued their policy of no replicas and no sales. Herewith a few photos of some of the boats to be seen.



## Runabouts

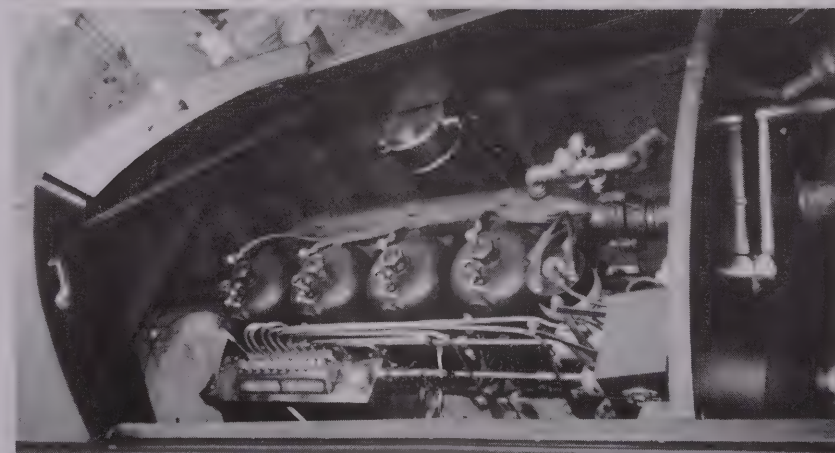
*D' Elegance* is a 1929 26' Chris Craft Custom Upswept, part of the collection of Clark Smith. It is an unrestored totally original boat, the A-70 Chris Craft engine has never been removed.

Duke and Fay Waldrop's 1949 14' Penn Yan runabout is powered by a 1953 Johnson RDEL16 electric start outboard.



## War Canoes

A race for two 10 man old Town war canoes lines up at the dock, it was Sunnyland Chapter vs. Blue Ridge Chapter, no report on the results.



## Raceboats

US 1, Bal Retner's F247, *Wa-Wa-Too*, powered by a 266 cu. in. engine, was restored by Henry Lauterbach of Portsmouth, Virginia in 1994.

Tom D'Eath's 15' A-43 is a 1954 powered by a Ford V-8, another Henry Lauterbach effort.

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## Real Old Timers

This is a 1901 Truscott.

*Atosis* is an original and unrestored racing runabout built in 1907. In 1912 she was stored in a barn and not removed again until 1986. In 1987 she was shown at the Clayton, New York show by James Norris, grandson of the builder. *Atosis* is powered by a 1910 Model 4M 20hp @ 800rpm two-cycle oil injected, watercooled engine built by Roberts Motor Company for aircraft use. *Atosis* was in the water under her own power in 1987 at Clayton, fresh out of the barn.



Having been outed by Jim Michalak as one of the merry band of balanced lugsail devotees, I'd like to expand on some of his comments on the rig's practicality. (See the November 15, 1994, issue, pages 18-19.)

Let's start with a memory exercise. Several years ago there was a mini-movement touting the advantages of the Chinese lug rig. It was heralded as easy to rig, simple to reef (with the halyard and downhaul), easy to sheet, albeit with a monstrously long sheet that attached to several battens along the leech of the sail. Chinese lugs came in several sizes and shapes, some with elaborate fan shaped tops. And of course the characteristic of the rig is several full-length battens.

Picture a basic Chinese lug, four-sided without the fancy top, sort of like a gaff sail with the gaff and boom projecting forward of the mast. Now take the bottom boom batten and beef it up to a real boom. Remove the remaining battens, all of them. Take a much shorter sheet and attach it just to the boom. You now have, voila, a balanced lug sail. And many of the same advantages of the Chinese lug, plus some special ones offered by the balanced lug. Consider some of the specifics.

One criticism (I'm relying on others for this information) of the Chinese lug is that it performs poorly in light airs, especially to windward. Battens are the culprit; they prevent the sail from taking the necessary full shape. The balanced lug, without battens, takes a much better shape. This is somewhat offset in very light air and choppy conditions, when the heavier yard of the balanced lug can bang more.

Reefing is touted as super simple on the Chinese Lug; just ease the halyard, take up on the downhaul, and haul (and haul and haul) on the sheet. It's scarcely any harder on balanced rig. On my 385-square-foot sail, I've rigged jiffy reefing lines from the cockpit. The halyard is eased, the reefing lines pulled in, and the halyard tightened. Although the sheet has been let out, the sail continues some drive throughout the process.

Please note: If the reefing lines are run to the cockpit, the turning blocks, whether fastened to the boom or the mast, must be at the pivot point of the downhaul line at the mast. The boom pivots around that line, and it also holds the boom down. For example, if the sail were shortened, and the cockpit-led lines pivoted aft of the downhaul, they would become like sheets, with tremendous strain on the lines, the boom and probably the downhaul. I'd ex-

# The Balanced Lugsail's Practicality

By Gary Blankenship

pect something to break. But as long as the lines pivot near the downhaul, there's no problem.

This isn't as critical or precise as it might sound; my turning points for the lines are blocks lashed to the mast. If you don't want cockpit reefing, you can lead the reefing lines to cleats anywhere on the boom, which I would probably do on a smaller sail.

Like a Chinese rig, lazy jacks and a topping lift will help control a balanced lug when raising and lowering. Both are self vanging and very powerful downwind because both project a great deal of area, the sails being poled out by the battens or the boom.

There is one special problem that needs to be addressed when hoisting or dousing a balanced lug, especially if the wind is near dead ahead. That is the after end of the yard hangs down, and can bean the unwary, until the sail in nearly up. There are two ways to address this, both devised by Phil Bolger. One is to run a line up the mast and then aft to fasten at a point near the end of the yard. In effect, it's a topping lift for the yard or a peak halyard similar to a gaff rig. It allows the aft end to be raised and lowered with the rest of the sail.

The second method was suggested by Bolger when he designed my boat, which started out as a dipping lug (another story). Dipping lugs have the same problem, the aft end of the yard goes up last and comes down first. Bolger suggested control lines be run from the front and rear of the yard through deck blocks to control the swinging club. The aft line proved unneeded, but the forward line works like a charm. I prefer it to the first method because it isn't necessary to run a line through the masthead, hence there's nothing to jam aloft. The line runs from the yard to a turning block, located on the deck just forward of the yard/ and then back to the cockpit where all the controls are centered.

I use 1/4-inch braided dacron for the line and in a happy accident discovered that a 3/8 or 1/2-inch clam cleat provides the perfect tension when raising sail, the cleat allows the line to slip as the sail goes up, but has enough friction to stop the yard end from dropping all the way down. When lowering, it's playing out the halyard while taking in the control line, simpler to do that to describe.

There are also two ways of attaching the yard parrel to the mast. On a small rig a rope parrel is fine, but line will have too much friction on a large rig. I once tried rope on my boat, and sometimes had to go forward to tug down on the sail, even head to wind. The sail wouldn't come down without strong pulling on a reach to a run.

The traditional method for larger balanced lugs was to put wooden balls on the

parrel, to reduce the friction. I use the second way, suggested by Bolger. That is to run a stainless steel, 1/4-inch wire up the same side of the mast as the sail. The wire, technically a jackstay, is fastened to the deck at the base of the mast and to the masthead. A stainless thimble goes around the jackstay and a stout line is spliced around the thimble and tied to the yard. There's virtually no friction, and the sail can't stay up once the halyard is released (barring the halyard jumping the masthead sheave, which can happen on any rig). Think about that the next time you're scrambling forward to claw down the main because the wind has piped up and the sail slides are sticking.

One of Jim Michalak's points needs to be emphasized: A balanced lug rig is a reaching fool. It's hard to convey the feeling of effortless power the rig generates close to broad reaching, even in light to moderate winds. In gusty going, there will be powerful bursts of acceleration. A couple of times, I've been sailing along with production sloops of roughly the same size in gusty force five winds with both boats carrying too much sail. It was instructive to see what happened when the puffs hit. Both boats would heel, but mine would heel less (and by any standards I'm lightly ballasted), because of the lower height of the rig. At the same time, my boat would get a burst of speed, visibly pulling away from the other boat.

I mentioned before the good running characteristics of the rig, but there is a caveat. You can't ease the sheet so far that the aft end of the yard goes forward of the mast or you'll get a terrific rhythmic rolling. This will cause the "death roll" capsize in small boats and merely give you a good shaking in a ballasted craft. You can get the same effect by overeasing the lateen rig of a Sunfish and letting that yard go forward of the mast. I sized my sheet and tied in stopper knots so it's impossible to ease the sail that much.

There is no way, at least for now, that a balanced lug can point with a modern, well-tuned racing sloop. But I've noticed an interesting phenomena. On long windward beats with typical production cruising sloops, it takes a long time to notice any difference. Usually those boats will make up a 100 yards or so on a two or three mile beat. On at least one occasion in gusty winds, I was noticeably faster and closer winded, even though reefed, than a racer-cruiser sloop, I think mostly because the sloop was being blown off.

I also think the balanced lug is an overlooked possibility for a lot of boats, from daysailers to distance cruisers, and has much, if not more, to offer than the Chinese lug. It's also for those who are looking for simplicity. You get rid of the mast's standing rigging, there are no jib sheets to reset at each tack, and the main is sheeted by turning blocks instead of winches. I do use a halyard winch, but this could be dispensed with on smaller sails (Bolger once told me he raises the 450-square foot dipping lug sail on his *Resolution* without a winch, but I think I had my sail built heavier.)

It would be interesting to see how much better balanced lugs could be if they got the development work of, say, the sails of an America's Cup boat.

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# "Caranita"...a Design Worth Remembering

By Bill Newcomb

Boat lovers looking for their dream-boat today have an abundance of designs available to them. In fact, the array of choices is almost overwhelming, and the building of boats by amateurs has become easier than ever before.

It was not always so, however. We "old timers" had few sources for plans, and many of those that were available were too difficult for our skills or too expensive for our wallets. Yet, even in those lean years there existed a wonderful publication called *How to Build Twenty Boats*. Published yearly it contained complete plans and instructions specially suited to the impecunious of modest carpentry skills. Indeed, many boaters today would enjoy it still if any copies remain.

It was in this magazine that I and two of my friends, Fred Obrecht and John Thornton, discovered a design that really intrigued us. Called "Caranita", it was a 20' fin keel sloop designed by Mason, and it represented what was then a brand new concept in ocean sailing. Called midget ocean racers these boats were very lightly constructed. Really just big dinghies with keels, they were supposed to yield to the seas, to rise and plane and act much like a ping pong ball floating off beyond harm's reach.

Some of the ideas may seem dated now, but we were instantly charmed, especially after we read a book called *Sopranino*. Written by Patrick Ellam and Colin Mudie, it was the exciting account of two young Englishmen who voyaged their initial midget ocean racer across the Atlantic in the early 1950's. They wanted to show that light displacement and proper design were superior to the deep draft, lumbering displacement vessels popular at that time, and their experiences seemed to give merit to this thesis. Their little ship yielded to the seas, nimbly rising and planing instead of taking the full punishment of the smashing waves.

So, all three of us became ardent enthusiasts and set to work building our own "Caranita" in my garage. She was very easy to build, no harder than a big plywood skiff. She was also very inexpensive using ordinary 3/8" plywood for planking, galvanized screws for fastenings and weldwood resin glue to seal her joints. The 1000 lb. keel was a discarded star keel and the sails were stock Lightning class that we got at a bargain price. Our only "extra" was the fiberglass sheathing we applied to the hull.

We were not disappointed. She was a splendid boat, an excellent vessel in rough conditions, very stiff and close-winded, and we cruised her for over ten happy years. We made numerous trips to the offshore islands as well as a number of adventurous coastal voyages.

In all those years however, we never met another "Caranita", but we did eventually find companionship of a sort. We discovered and then joined the "Caranita"



Association which was very active in the San Francisco Bay area, 500 miles north of us. We proudly became "Caranita #49" and although we never got to actually go to any of their keen pot-lucks, or cruises, or even swap sea stories, it comforted us to know there were others who appreciated this fine design too. Most of all we liked having an official number.

One memorable day I found myself, through poor seamanship too embarrassing to detail, atop the cabin clutching the mast with all my might as huge beam seas boarded and drenched me. More over, the scary unexpected winds howling down from Pt. Conception seemed to be increasing alarmingly. The mainsail was down, its halyard unrun with no way to rehoist. The small jib was our only sail, and we were 12 miles offshore in extremely rough conditions.



To reach safety (and dinner) at Channel Islands Harbor meant making considerable progress to windward and this on a tight close reach with only the jib. It did not look promising as we settled down to the wild ride, yet our little ship did as she was designed to do. She rose lightly to the big seas the keel's momentum helping to inch her upwind, and we cleared the end rocks of the outer breakwater by a scant 15'. Thus, we rounded into safe waters with great relief, and we will long remember that joyous dinner ashore. It was a tribute to a remarkable boat that had brought the duffers home despite all.

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Ho hum, you'll say, not another article about a cradle boat? No, this isn't the tale of a cradle boat. "Duck", at 5', is a real, floatable, get-out-there-and-face-the-briny-perils-of-the-deep sailing vessel. Not only that, because of the widespread intelligent audience and obvious importance of *Messing About in Boats*, "Duck" is destined to be the hot new racing machine preferred by the under 8 year old set. "Duck" is the first of a class of boats which will be called "Todler". It will be up to *Messing's* readership to deluge me with requests for study brochures and orders for plans and kits. I will wait patiently.

"Duck" came into being when it became apparent that my granddaughter, Samantha, was not receiving a sufficient nautical component in her upbringing. What she needs is a trainer, I thought. Should be safe, and should grow with the kid, after all, she's only one and a half, no need for a spinnaker or genoa yet. But still, she should have the elements of a fine yacht design.

Besides, I wanted to try out Ray Clark's new design software, *Plyboats*. "Duck" is the result. The design is shown as printouts from *Plyboats*, which eliminated mistakes, lofting, and any calculations. *Plyboats* was surprisingly easy to work with. It began life as a three point spline generator, and consequently was relegated to only the simplest designs, but now it's possible to get about any line one needs out of it. It lets one draw a full curve, less full at the ends, reversed, and these features are about as easy to use as selecting the right curve from a box of ships curves.

The procedure is to give the sheer, chines, and outline a set of plan and section coordinates, by entering them in dialog boxes as one travels through a series of menus. Or one can modify the coordinates of a set of lines from among the many given with the software. When three points are given for bottom, chines, sheer, and other points called for by the program, one gives a command with the mouse, and a lines drawing is produced on screen. This drawing can then be easily modified by going back to the appropriate menu and changing the coordinates. This all is a very simple process, and it is possible in a very short time to get the lines you want.

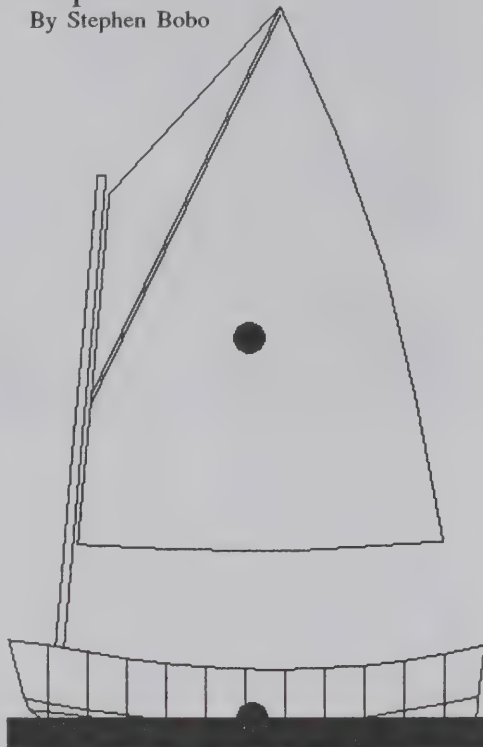
Now a Rocking Boat, the steps in it's evolution will be Toy Chest, Beach Toy, Rowboat, Sailboat and Hot Racing Machine of the "Todler" Class!



# "Duck"

## Little Boat - Big Learning Experience

By Stephen Bobo



Total sail area: 15 sqft  
Center of combined sail effort:  
30.494 Aft  
38.298 Above bow  
Center of Lateral Plane:  
30.855  
Lead: % of Hull Length : 0.602 %

Moreover, one can look at the hull from a number of projections. No longer is it necessary to design a monstrosity in the belief that it's easier to build, or it's just too hard to have it look like a boat. With *Plyboats*, and stitch-and-tape, it's possible to have a decent, strong, good looking boat in fraction of the time it used to take.

Now, "Duck" was designed for a 20 to

100 pound kid and *Plyboats* quickly gave a drawing having waterlines for both extremes. The center of buoyancy, center of lateral plane and center of gravity are all calculated by the software. Moreover, offsets are given for as many stations as needed to precisely define the boat. In the case of "Duck", we didn't want to get carried away so I used ten stations for a five foot boat; six inches between stations. Never mind that I used only one station at maximum beam to set her up, the sections were there if needed.

*Plyboats* even draws, and gives the planking coordinates for, bottom, chines, and topsides over a 4'x 8' rectangle to show the layout for a piece of plywood. The only cloud on the horizon is the inability to define a full bow curve, so most of the hard chine *Plyboat* designs have straight stems. I got around this drawback by designing a little stealer chine for the bow just to give it some shape and prevent cracking the bottom sheet at the bow from too much twist.

For most boats, however, I would make a drawing of a nice looking bow, and take chine offsets from this to enter into *Plyboats*. I would then rabbet a stem and plot the stem offsets on it, saw the line, and then fair the stem into the planking. I had my doubts about putting in a 20" long by 4" wide stealer at the bow, but after all, that's what stitch and tape is all about. Besides, it's much easier than carving a fair deadrise at the bow out of a block the way skipjacks, deadrise skiffs, and Chesapeake bugeyes used to require.

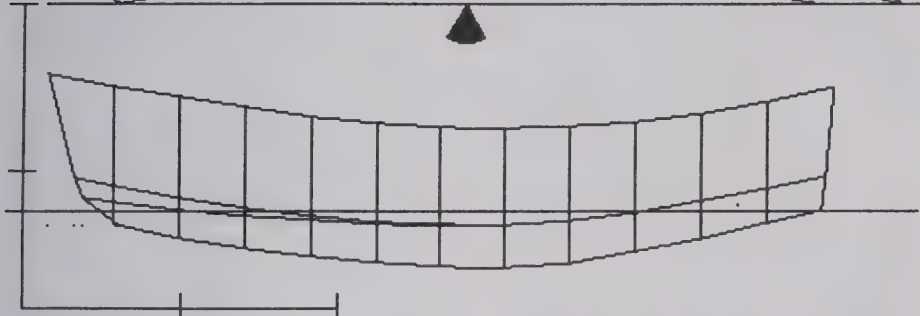
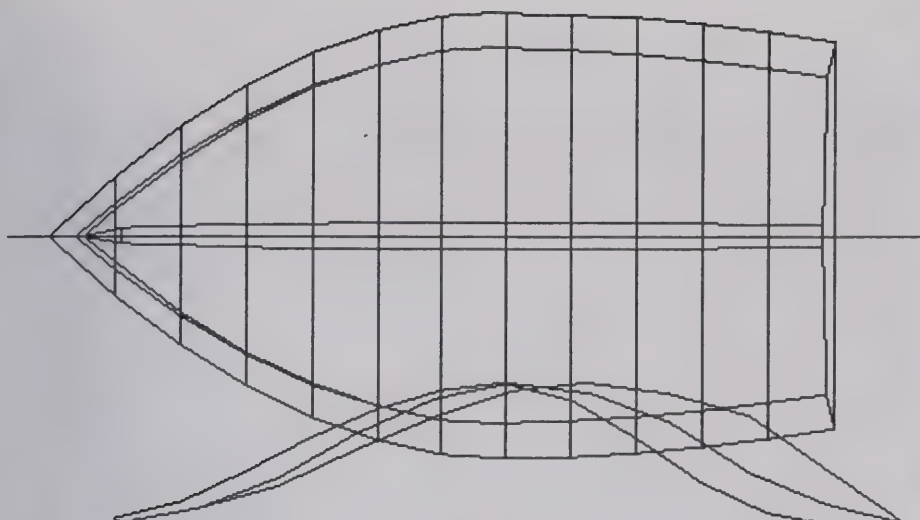
The hull virtually fell together with no hard spots, and only two stitch points on each side. The *Plyboat* splines gave much less trouble than normal curves lofted from lines in a faired drawing. Think of it, no more lofting!

*Plyboats* even designs a sail plan, calculates center of effort and lead over the lateral plane. It also gives advice about how much lateral plane and rudder area you really need. I hate software that's smarter than I am! Also, the *Plyboats* documentation is pretty good, with more advice, mostly summaries of the experience of many good designers about mast height, proper sail area, weight, and other stuff. I didn't read it very carefully because I belong to the free spirit school of boat design, so if you use my designs, you takes your chances.

Now, "Duck" is a rocking boat, since the cradle built from offsets of frames 3 and 9 is attached to rocking planks; seven inches of rocker, four feet long. A false centerboard protrudes from the cradle center support through the bottom. I'll build the centerboard trunk as soon as the boat is needed as a beach toy, the next step in its evolution. Right now its being used by my grand-daughter in training to learn to cope with pitching in a boat with short ends. It also doubles as a neat toy chest; much easier than the conventional box.

After the beach toy phase, "Duck" will receive oars, probably when the skipper becomes three or four. At five or so, she'll get her rig, thanks to *Plyboats*, complete with sail number and class symbol. Pish, you say, why does he bother us with such a trivial project? And I say, if you've got a granddaughter, this is an IMPORTANT boat!

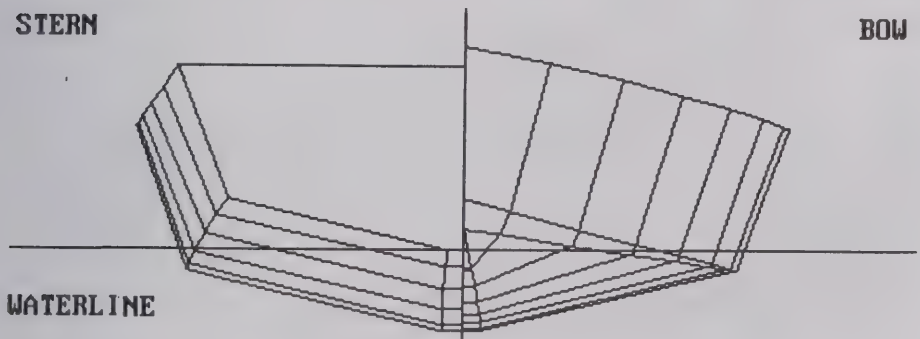




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The new skipper (right) and crew shortly after taking command.



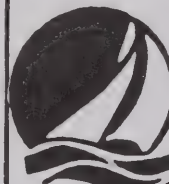
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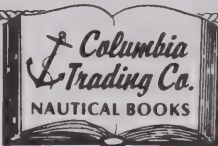
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## New Cat Underway at Arey's Pond Boat Yard

We have contracted to build an Arey's Pond 16 catboat. We designed it this winter and in March it was being planked. Our goal is a mid-summer launching. It is 16'6" long by 7'11" beam, 14" draft board

up. It will have a cuddy cabin with berths and room for a head.

Tony Davis, Arey's Pond Boat Yard,  
P.O. Box 222, S. Orleans, MA 02662,  
(508) 255-0994.



## Courtin' Canoes

This winter I built a 5' model of an Arnold Courtin' Canoe (pictured) and am now building the same in full 17' size for a 20th anniversary present. I am also finishing off a new Guideboat and am doing a

large number of restorations, including an original Rushton.

Kevin Martin, Box 441, RFD 1,  
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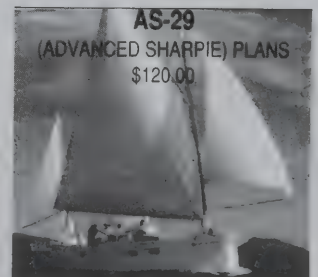
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## Eliza Dean....

### A Two Week Project

By Michael Woodruff

On Memorial Day Weekend 1994, I decided we needed to have a small sailing craft to explore the Kennebec River, Merrymeeting Bay, the Sheepscot River, and points in between (see NOAA chart #13293). In a small, open boat it is possible to sail all the way from Bowdoinham on Merrymeeting Bay, to Boothbay Harbor without going outside into open water. This is not to say that such a trip is without perils. On the contrary, the currents can overpower small craft, and the prudent skipper always travels with the tides. Other boat traffic can also be a hazard, particularly on busy summer weekends.

My wife, Lucretia, and I are renovating a shack in Phippsburg, Maine, just across the road from the Kennebec River. My mate once again demonstrated to me how lucky I am to have her as my sailing companion, by remaining supportive throughout this two week project, during which absolutely no progress was made on the shack!

*Eliza Dean* (named after my paternal grandmother) is a 20'9" sharpie skiff, one of H.H. "Dynamite" Payson's Instant Boats (Zephyr). Her rig is an 81sf lateen rig, with one row of reef points which reduce the sail area to 52sf. The sail, which E.S. Bohndell of Rockport, Maine keeps in stock, cost \$337, more than the rest of

the boat!

I used 1/4" lauan plywood in the hull and decks, as that was all the budget would allow. The plans call for 3/8", but I was hoping a little extra flexibility would not be disastrous! After a summer of sailing *Eliza Dean*, I can report that she is holding up just fine, but I would definitely build the next one out of 3/8" plywood. I had some 6 oz. glass cloth and System Three epoxy left over from a previous project, and sheathed the hull with that.

Two weeks later, on June 15, 1995, *Eliza Dean* slid off the rack on our pick-up truck and into the Kennebec River. The *Harvey Gamage*, a 130' schooner (the official tall ship of Bath, Maine) was scheduled to sail up the river to Bath on the rising tide, and I was hoping to get out on the river to greet her as she went by.

Lucretia tied a wildflower bouquet on the bowsprit, took photos, and steadied *Eliza Dean* as I rigged her. I realized that we needed to get her head up into the wind before raising the sail. Lucretia attempted to walk her around, but slipped off the rock she was perched on and into the Kennebec up to her neck! Luckily, it was already 75°F in the sun, and Lucretia ended up draped across the bow deck laughing hysterically.

After regaining solid footing, Lucretia was successful in turning us around. However, as she shoved us off, the rudder came loose, precipitating another swim in the river for Lucretia as she at-

tempted to re-hang the rudder while I was sailing away. All this provided a good laugh for us and marvelous entertainment for the local fishermen.

Once underway, with the leeboard mounted in its bracket on the starboard chine (a tight fit, should have checked it before launching!), I looked up to see the *Harvey Gamage* hovering into view around Parker Head. A 5-10 knot breeze was blowing upriver, and the tide was starting to flow as well. I tacked downstream to meet her, and then crossed behind her as she swept past, her crew on deck in their green shirts. Built in 1973 at the Gamage Shipyard in South Bristol, Maine, she is now being used as a sail-training vessel.

Following her upriver, I lost sight of her as she entered Fiddler Reach. I ate my lunch as the breeze and current swept me passed Bluff Head, toward the boat ramp at Fiddler Reach. With the favorable wind and tide, I could have followed the *Harvey Gamage* all the way up to Bath. But, Lucretia had agreed to pick me up at Fiddler Reach, so I tacked and gybed back and forth in the cove there, putting *Eliza Dean* through her paces for an hour more, before landing her in the marsh grass to one side of the paved ramp. After furling the sail, I rowed her around to the ramp, and was pleased with her rowing ability. Overall, it was an excellent day on the river, and *Eliza Dean* passed her sea trials with flying colors.

## Short Notes

### Why Aren't You Visiting Us?

A not so subtle reminder that the Upper Chesapeake Baymen are at our boatshop at Rocky Point, Maryland on Wednesday nights by about 6pm and on Saturdays from about 10:30 am. It's very laid back schedule so call us beforehand for directions and times. We welcome interested traditional small craft enthusiasts to our TSCA Chapter's very own boatshop.

Right now we're building Optimists. And we plan for a weekend celebration of the coming of summer on May 20-21 with plenty of boats and boat folks, and hopefully launchings of the results of our winter sessions.

Ron Pilling (410) 566-7755, Kevin Brennan (410) 254-7957, Bill Doyle (410) 592-5463, The Upper Chesapeake Baymen, 3125 Clearview Ave., Baltimore, MD 21234.

### Multihullers Alert

If all goes well this spring, I will soon finish building my Swiftly 13, purchased too long ago from Shell Boats, one of your advertisers. Now I have two questions for readers:

1. What do I do with my 1984 Hobie 16 catamaran? It's hardly worth selling these days and my wife doesn't like it. Has anyone out there converted one into something interesting, or used the components for a good project?

2. Has anyone built the Samba Trimar advertised on your pages? What do you think of it? How did construction go?

Ken Mitteldorf, 828 Kendall Drive, Nashville, TN 37209.

### A Five Week "Sweet Pea"

While down here in Virginia I got a little antsy about being boatless, so I built a Bolger "Sweet Pea". It took five weeks instead of forty hours but is finally done. I have had it out once and had an enjoyable afternoon rowing my wife and dog around. It only problem is its lack of a keel. If I miss the water with an oar, it spins like a top. I added a small keel and hope to try it out in the next day or two.

Dan Zipoy, Montross, VA.

### Quick & Dirty DD10's

This past year my son and I took 4th in a quick and dirty boat building contest in Sturgeon Bay, WI. On the Saturday we built our boat, a Dennis Davis DD10 canoe, but went over the time allotted, it took us five hours. On the Sunday we won the race.

Last year I built two DD10's, they turned out pretty good.

Bill Bryan, Sheboygan, WI.

### News From the Boat House

The variety of programs currently in progress at the Watercraft Center here at the North Carolina Maritime Museum in Beaufort gives good indication of why we couldn't call this great building simply "The Boat Shop".

New Construction: The volunteer staff is building a 20' sharpie from plans by John Eastman, who based the design on a boat in the Mystic Seaport collection. It is not very different from sharpies built in the late 1800's here in North Carolina.

Restoration: Roger Allen is restoring a 13-1/2' Barbour Utility.

Construction: William Prentice and a crew are working on covers for boats that are being stored outside.

Historic Records: William Prentice is also learning about the process of recording historical craft and recently assisted me in taking lines off the Museum's ca. 1870 logboat.

Shipmodelling: The model shop is now staffed by four volunteers who spread their time over Tuesdays, Thursdays, Fridays and weekends. John Davis, Fred Wildt and Gene Walz usually handle weekdays and Paul Fontenoy holds down the weekend. The new ship model guild held its first meeting on January 28th with an attendance of 35. The guild is open to all levels of skills and interest.

Museum TSCA Chapter: After a successful September organizational meeting, the TSCA Chapter is off to a good start with a canoe and rowboat outing in January on Brice's Creek and a sail around Carrot Island in April.

Michael Alford, Watercraft Center, North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.



# Techniques, Tools, Materials: Your Ideas & Needs

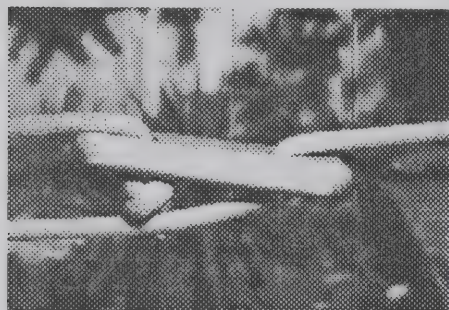
## A Real Cool Guy

By David Goodchild

I believe this little device is called a tent guy. It is used to quickly and easily tension the guy ropes on a tent in the same way that a rolling hitch is used. The guy however offers quick and easy adjustment to the tension at any time.

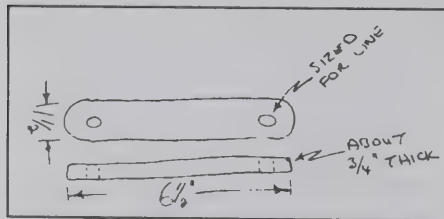
The same quick and easy adjustment that is available to the roustabout can be available to us small boat sailors. This is a highly useful device any time we need to belay something which might need frequent adjustment. A tiller comes to mind.

The picture below shows how it is used.



I made a half a dozen of these for **TOAD HALL** from some oak flooring scraps that were lying around after putting a new floor down in the kitchen. By looping the end of one of these guy lines around the tiller and belaying the other end to a cleat or winch, the tiller can be quickly secured in any position. Obviously you need two of them working against each other in order to keep the tiller in that position and they must remain in tension in order for the device to work properly.

Simply by lifting up on the end of the guy with the knot and sliding the guy left or right you can adjust the length of the line and thus the position of the tiller. The two holes



in the guy should be just slightly larger than the diameter of the line you plan to use so that there is good friction. The knot should be placed underneath the guy and the line led around the tiller and back underneath the guy and back to the cleat. This forces the guy to orient itself parallel with the strain on the line and thus increases the friction and the hold.

At this year's Annapolis Boat Show, I came upon a stall selling something almost identical, made of plastic and priced at several bucks. Just another example of using scrap to make what other folks get a lot of money for!

I call it a Tiller Guy. Try it, I think you'll like it.



## Another Polytarp Rig

By Ron Rantilla

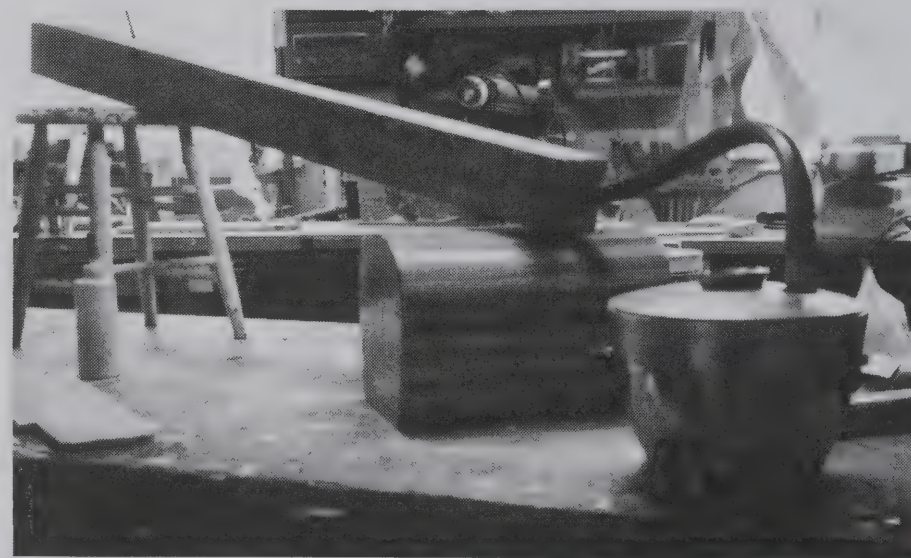
Here is a photo of a canoe sailing rig I built in 1989. I used a poly tarp for the

installing them. The jib is 26 square feet and is held to the headstay with little rope loops.

The rudder is hinged to kick up so it won't break in shallow water. I incorporated a tee bar and control lines running up the gunwales to the bow where they are held taut by bungee cords. The rudder is well worth the effort, as steering with a paddle is quite a job if you have to tend the sails. The dagger boards are bolted to a 2"x4" held in place across the gunwales with bungee cords so they too can kick up.

The following year I added a pontoon made from 6" PVC pipe, which enables me to relax while sailing. The rig moves right along. One time a friend and I sailed up the Intracoastal Waterway in Florida for a day. There were several places where it was so narrow that the boats had to go single file. It was fun to be in this procession sandwiched in between big yachts whose owners were delighted by our presence and kept us supplied with cold beverages and good humor.

sails and fir closet poles for the mast and boom. The mast is 14' long, the boom 9-1/2'. The main sail is 47 square feet and is laced to the mast and boom using grommets spaced about 6" apart. I reinforced the corner grommets with duct tape before



## A Portable Steam Box is a Handy Thing

My portable steamer is made up of 4' steam box sections, each 4"x4", which fasten together end to end to form a box 12' to 20' long, yet will store easily in a 4' space.

The "pot" is an electric Westinghouse deep frier about 40 years old. It holds almost a gallon of water when filled to the brim, but I only fill it halfway. There is a hole in the lid into which is fastened a

3/4" nipple, onto which is twisted a piece of 1" diameter hose which has on its other end a nipple to connect to one of the box sections.

This steams for about 1-1/2 hours on the water and seems adequate for the jobs I do. A pressure cooker would also work.

Richard Read, E 3890 Hwy 302, Belfair, WA 98528.



# Bolger on Design

## Keel Daysailer

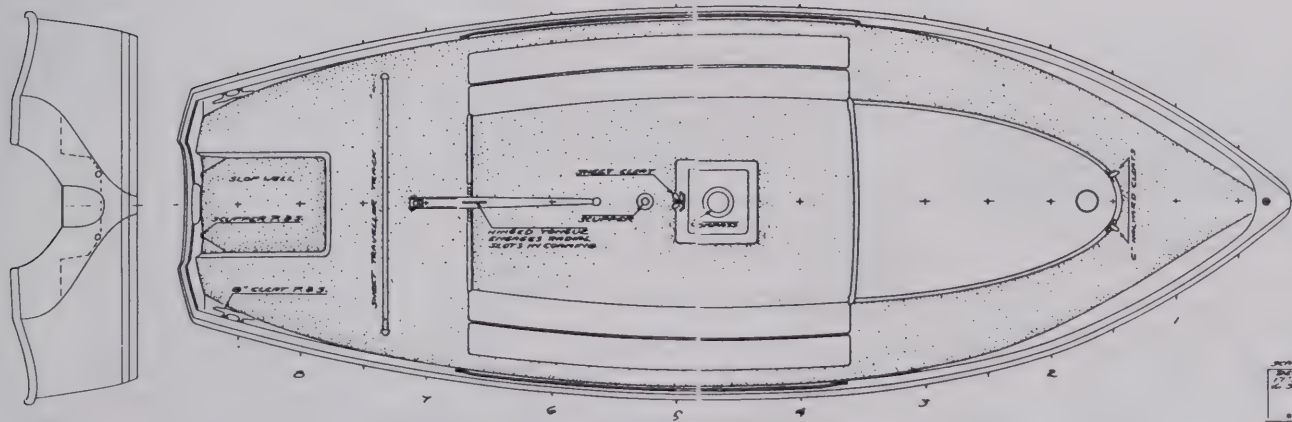
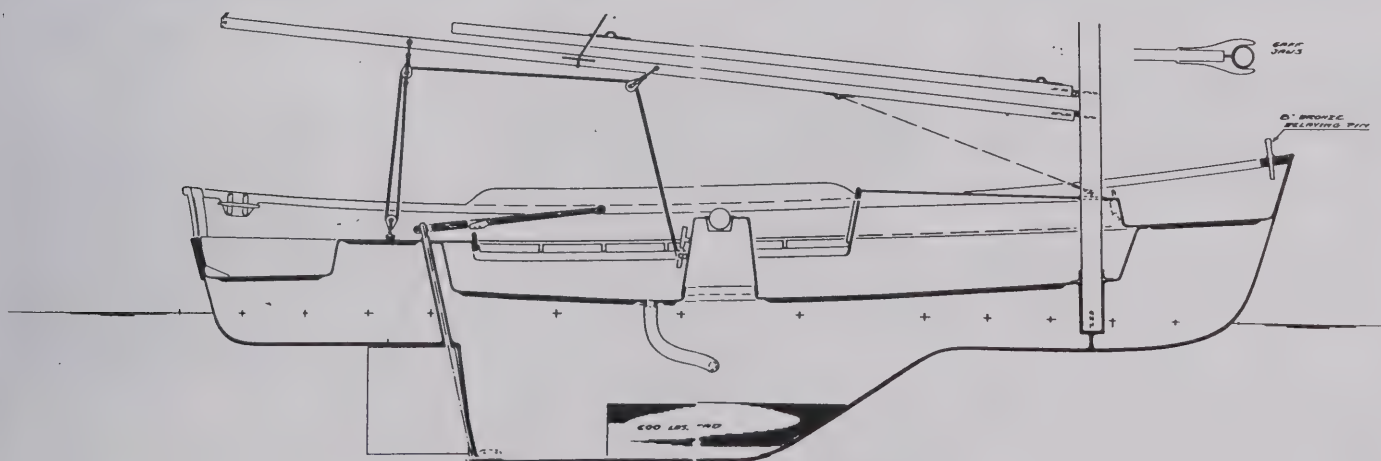
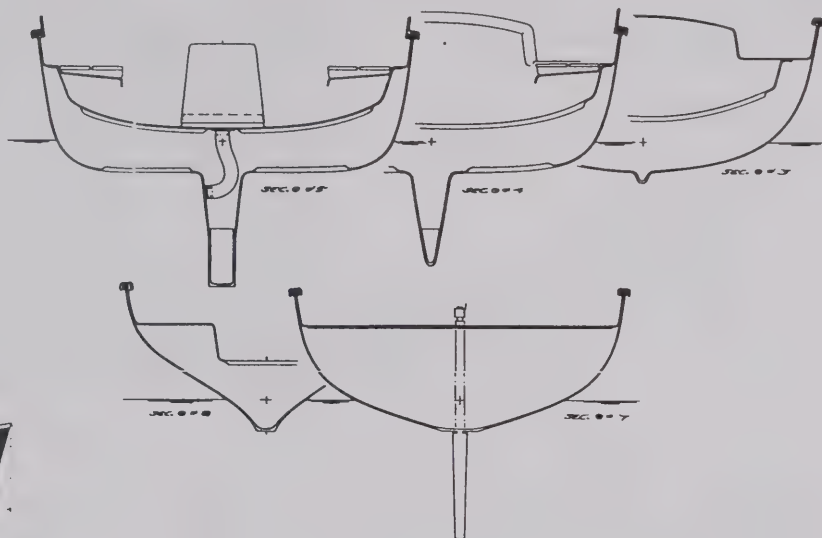
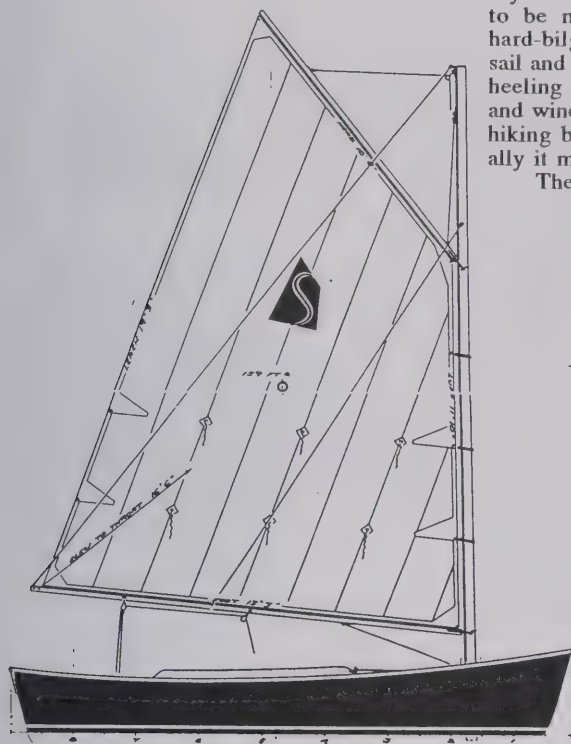
17'10" x 6'1" x 2'4"

This design started with a concept study for a one-off wooden boat, which was to have had a self-bailing deck at seat height, with a large hatch for a footwell. It was eventually worked up for fiberglass production with the all-watertight cockpit shaped to drain at ordinary angles of heel as well as upright, and the low shelter for dry stowage. The fin keel was redesigned to be molded integrally with the stiff, hard-bilged hull. The hull is designed to sail and behave well through a big range of heeling angles, with lifted stern quarters and wine-glass transom, to make strenuous hiking by her crew unnecessary. Incidentally it makes a very good-looking boat.

The project got as far as a well-fin-

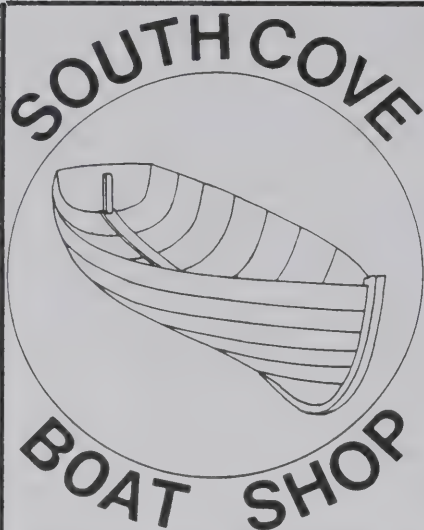
ished and detailed prototype, performance of which was said to be very good. It came out just as the bottom fell out of the boat market and production was cancelled, at least for the time being.

I continue to think that the elaborate molded deck design was not an improvement over the original one (shown and described in Chapter 29 of *Boats With an Open Mind*). The flat deck with hatch allowed clearer deck space, a deeper foot well, and access to all the space under the deck. With the hatch cover in place it would shed rain on its mooring as well as this one, and it looked more shipshape though less striking.



SCALE 1/8" = 1'-0"  
DESIGN BY  
17'-10" x 6'-1" x 2'-4"  
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PAUL S. BOLGER  
DESIGNER  
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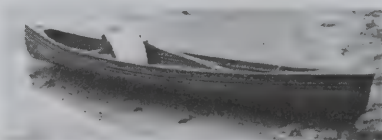
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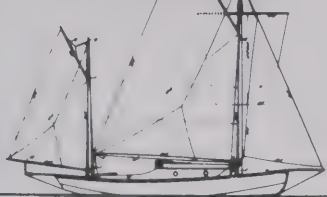
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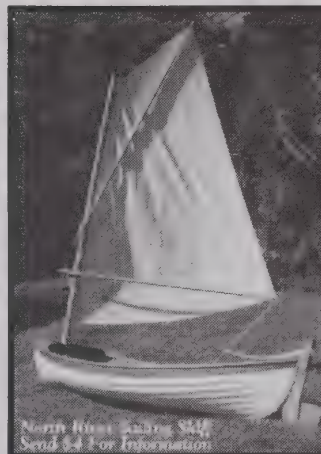


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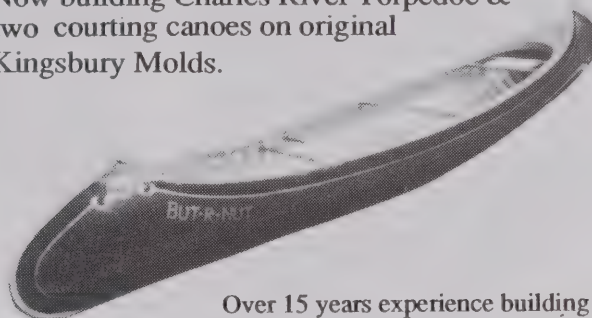
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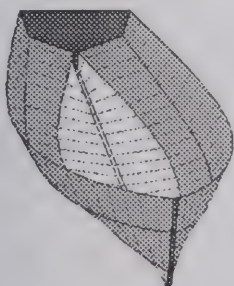
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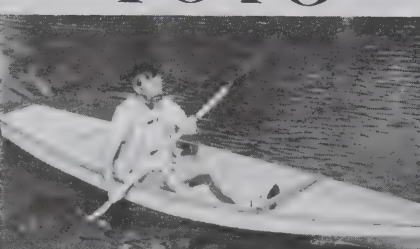
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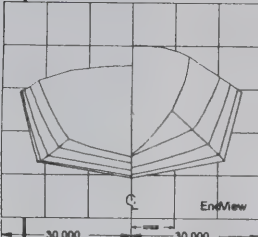
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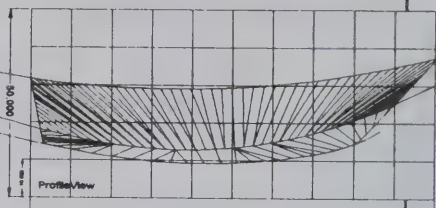
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

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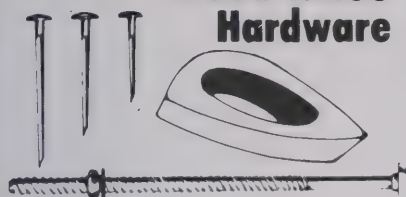


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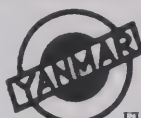


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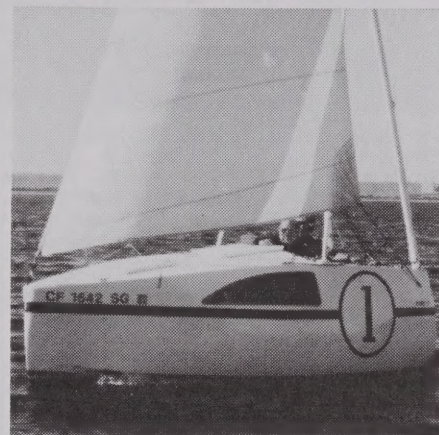
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**Kevlar Arluk 1.9**, navy grey hull & deck w/burgundy trim. **Kevlar Arluk 3**, light grey hull w/teal deck & purple trim. Boats in exc cond. Less than 20 miles of use each and have been stored under cover. Boats come with travel covers and nylon spray skirts. \$2,100 each. Also Lendal Powermaster paddle, 1-piece, and Werner San Juan paddle, both FG, 225cm, \$100 ea. Werner Little Dipper paddle, FG, 2 pc, 8.5', \$60. Free delivery of boats negotiable with firm offer. IZABELLA CIESZYNSKI or DAVID WEST, Newport News, VA, (804) 599-0690. (2)

**Wenonah Canoes**, FG & kevlar, exc values for recreation, touring, racing. All models available, 15% off list. No sales tax. RAY DANFORTH, Shelburne, NH, (603) 466-2621 eves & wknds. (2P)

**Gloucester Gull Light Dory**, marine ply, oak gunwales, blt '94. Copper or silicon bronze fastenings, FG coated outside, epoxy resin only, painted white, lt green interior. Will deliver. \$900. Trlr available. \$200. 24'5" Crestliner Day Cruiser, '86, trouble-free aluminum. IO Cobra/GMC V-6, berths, kitchen unit, head cmptmt, vhf, Ioran C, Furuno depth. All exc, \$9,000. JACK LLOYD Snowshoe Lane 3768 Sager Rd, Sinclairville, NY 14782-9644, (716) 985-4753. (2)



**14' Offshore Sloop, SO-DU-IT!**, Ted Brewer prototype, '93. See 6/15/93 and 2/1/95 issues. Cold molded red cedar, carbon A-frame mast & rudder, retractable keel. Draft keel up 18", down 4'-3". Dbl headsail, staysail. 2 9' bunks, VHF, stereo, running lights, gel battery, head, stove & trlr. \$9,000. NILS ANDERSSON, 8956 Harness St., Spring Valley, Ca 91977, (619) 697-9537. (2)



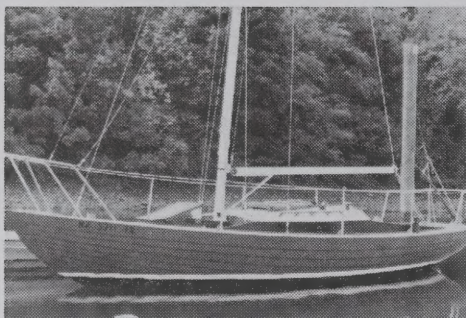
**16' Ghee noe Classic**, 3hp Minn Kota electric, Pro line trailer w/bearing buddies. All lyr old, \$1375. Will accept stable sea kayak as partial payment. DON DUQUET, Mims, FL, 24hr fax line (407) 264-0466, tel (407) 264-4385. (2)



**25' Key West Smackee Sloop**, replica of Jeff Brown. Small cuddy, lg cockpit, classic traditional design. See *Wooden Boat* #69, pg 50. WALTER KEENAN, Norwell, MA, (617) 826-4043. (2)

**Herreshoff Marlin/Fish Class Sloop**, in exc cond, 21-1/2' cedar on oak, almost new sails & many other extras. \$6,800. GEOFF WARNER, Exeter, RI, (401) 295-1243. (4)





**26' Folkboat, Vaga**, rebuilt '82-'86, FG over lapstrake, new keel bolts, deadwood, floors, rudder, all new interior, five sails. Teak decks, FG cabin roof, new coamings & cabin sides, galley, head, VHF radio, Loran, Autohelm, Honda 7.5hp. First in class & 3rd overall in '93 *Wooden Boat* Regatta. This classic sloop was blt in Sweden in '47, loves heavy weather, great sailing boat. Bob Hicks reported "a monument to a painstaking restoration effort." Priced to sell @ \$13,900. (2)

**23' Rob Roy Canoe Yawl**, rare classic, exc cond. Brewer designed. Dk grn FG hull, CB, tabernacle mast, gunter rig, 5 tanbark sails, roller furling, bronze portholes, teak trim in/out, head w/holding tank, speed/depth/log, dual axle trlr w/uprights, 5hp Nissan in well. Shoal draft easy single-hander, slps 2. \$15,000. MARTIN BASSANI, 3109 Palm Dr., Delray Beach, FL 33483, (407) 734-0402. (TF)

**Bolger/Payson Cartopper**, sprit rig, oars, motor, battery, trlr. \$1,000. See at Midwest Messabout. LARRY APPLEBAUM, St. Louis, MO, (314) 544-2865. (TF)

#### BOATS WANTED

**Wood Skiff or Dory**, clinker blt, in vy gd shape. Workboat to handle 10hp OB, something around 16'-17', hopefully w/trlr. Prefer motor well. LES GOULD, Exeter, NH, (603) 772-7890. (1)

**Sea Pearl 21**. GARLAND STEPHENS, 117 Varick St. #2R, New York, NY 10013, (212) 790-6239. (1)

**Howmar Delta 12 Sailboat**. RICHARD FOSTER, Portsmouth, RI, (508) 994-6844 days, (401) 683-6844 eves. (1)

**Used Alden Ocean Shell Double**, in gd shape. BETSY ROCKWELL, Greenville, ME, (207) 695-2680. (2)

**Lightweight Boat**, all around type for rowing and sailing, "Whisp" type or style. FG or epoxy/wood construction. ART DILLON, 88 Badger Farm Rd., Wilton, NH 03086, (603) 654-6237. (2)

#### SAILS & RIGGING FOR SALE

**Fast Traditional Sails**, 1st, 2nd boats, Fleet A, Wooden Boat regtta wore DABBLER SAILS. Lug, gunter, sprit, gaff, etc., in white, tanbark or "Egyptian" dacron. DABBLER SAILS, P.O. Box 235, Wicomico Church, VA, 22579, (804) 580-8723. (6P)

#### SAILS & RIGGING WANTED

**Bolger Micro Sails**. TONY MC GARRY, 5050 Hwy 303 NE, #103330, Bremerton, WA 98310, (360) 698-6065, Fax (360) 377-1376. (2)

**Rig & Sail for Beetle Cat**. REINER JAAKSON, Arthur, ON, (416) 233-5393. (2)

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**Atomic Four 25hp**, direct drive w/marine alternator. Incl instrument panel, exhaust pipe, heat exchanger for FWC. Will demo. \$650. **Atomic Four Parts**: Oversize pistons (new) \$50; 2 blade prop 13"x9"x1" \$35; bronze shaft 1"x36" \$20, Zenith iron carb for Atomic or Graymarine \$30. **Evinrude 10hp OB**, short shaft '64. Just rblt, lacking steering arm, incl 3 gal tank. Can demo. \$100. **Mighty-Mite 2hp OB**, has CDI, rope start, vy light & simple, grt for canoe or dinghy. \$35. **2 Blade Prop** 10"x6", **Shaft** (3/4"), **Strut**, **Flex Stuff Box**, all from 10hp IB installation. Pkg \$20. **Bonus!** 1st sale gets free older 3hp Sears OB, missing tank but runs. DARRELL STREET, Burlington, MA, (617) 270-9416. (1)

**Fuel or Water Tank**, 60 gal, 14 ga SS. 66"1 x 12" d x 18" h. Three 3/4" diam access ports. Perf cond. \$350 OBO. PETER WATTERS, Cambridge, MA, (617) 492-0483. (1)

**Copper Clench Nails**, 5lb lot only, 7/8" long. \$60 pp anywhere in USA. R.M. STEWARD, 4335 Lucera, Jacksonville, FL 32244. (2)

**Universal Flexi-Four**, w/trans. compl, runs. BO. DANIEL GUAJARDO, Harwich, MA, (508) 430-0065. (2)

**Lotsa Gear! Eska OB**, 3hp aircooled, runs well, fresh water, asking \$95. **Bottomkote**, 1-1/2 gal red FG, \$50. **Weldwood Glue**, plastic resin, 4-1/2lb tub, \$10. **Comealong**, new 4 ton, \$25. **Jacks**, 2 highlift, new, \$50 pr. **Bronze Prop**, new 14x15 RH, \$50. **Bronze Prop**, 9x9 RH, \$20. **Bronze Strut & Shaft**, \$20. **Bronze Shaft Log & Stuffing Box**, \$35. **Wilcox Head**, \$25. **Depthfinder/Fishflasher**, new Hummingbird, \$50. **Electric OB**, new 4hp 24 volt Minkota primary power, \$350. **Blocks**, many new lg for sailboats. **Ratchet**, double, bargains. **Old Runabout Parts**, nice split windshield brackets, step pads, shift handle, steering wheel column & box. Offer for package. RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (2)

**1" Shaft 4'6" long**, **Stuffing Box 8"x10" Rect Rudder** w/arm, \$75. STAN DZIEJMA, S. Walpole, MA, (508) 668-3879. (TF)

**British Seagull Parts & Service**. Many in-stock items are discounted. Please send FULL Serial Number/letter code from R/H side of crankcase when ordering. ROB ALLAN, 7044 Justine Dr., Malton ON L4T 1M3, Canada, (905) 676-8880; Fax (905) 676-8878. (TFP)

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**Decked Sailing Canoe Hrdwre**, 1880-1920. Vy serious abt any period fittings for hull or rig, especially any tiller assemblies. DOUGLAS FOWLER, Sailmaker, Ithaca, NY, (607) 277-0041 collect. (1)

#### BOOKS & PLANS FOR SALE

**Simplified Boatbuilding, The Flat Bottom Boat**, by Harry V. Sucher. Foreword by Howard L. Chappelle, 1st ed, '73. \$25 incl shipping. ROBERT REIBEL, 99 Mt. Airey Rd., Croton-on-Hudson, NY 10520. (2)

**17'7" Culler Daysailer Plans**, unused. \$15. RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (2)

**Small Boat Journal**, pilot issue +nos. 1-66 (incl. 2 copies of no. 6); the renamed *Boat Journal*, nos. 67-76, 78-79 (after that it totally degenerated to *Boating World* and I cancelled my subscription). All for \$125 or BO + shipping. FRANK INGRAM, E. Lansing, MI, (517) 337-2523. (2)

**C.S. Forester's Hornblower Series**, in Finnish. 5 volumes: Luutnantti, Komantajakapteeni I and II, Kommodori, and Lordi. Published Helsinki '42-'53. Yellowed but sound. Offers/trades. PAUL LEFEBVRE, 1615 SW 15 Ave., Gainesville, FL 32608-5354, (904) 376-4977. (2)



**Building Plans. Fiddlehead**, 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive building manuals. Send for details. H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (2P)

**Row to Alaska by Wind & Oar**, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15th issue. \$12 postpaid. NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (4P)



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**Boatbuilding Articles**. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds.  
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**Canoeing Journals of James S. Cawley, 1915-1919**. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid.  
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**Canoe/Kayak Plans**, 16' wood/canvas, can be fiberglassed. Since 1962. Free information.  
TRAILCRAFT, 405 State St. Dept. M, El Dorado, KS 67042. (TFP)

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MUSEUM OF THE ALBEMARLE, 1116 US Hwy 175, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

#### BOOKS & PLANS WANTED

**Repair Manual**, for British Seagull "Forty Plus" OB. Prefer Clymer '77.  
LES GOULD, Exeter, NH, (603) 772-7890. (1)

**Cats on Ships Info**, sources, anecdotes, graphics, marine archaeological notations, on or about "nautical cats". Cats & ships 1,600BC to 19th century for research paper & book. Will acknowledge help & sources. Will pay costs for mailing, phone fax.  
ALBERT HABERLE D.V.M., 2 Elm St., Noank, CT 06340, (203) 536-6656, (203) 536-4616 fax. (2)

**Old Boat & Outboard Motor Sales Brochures**, and pre-1960 boating magazines.  
NAT HAMMOND, 672 E. Campville Rd., Endicott, NY 13760, (607) 754-3126 eves. (3P)

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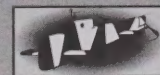


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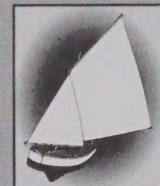
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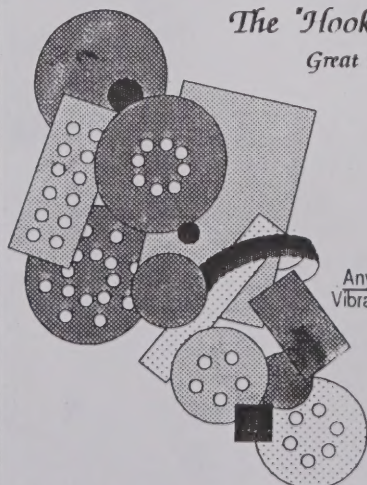
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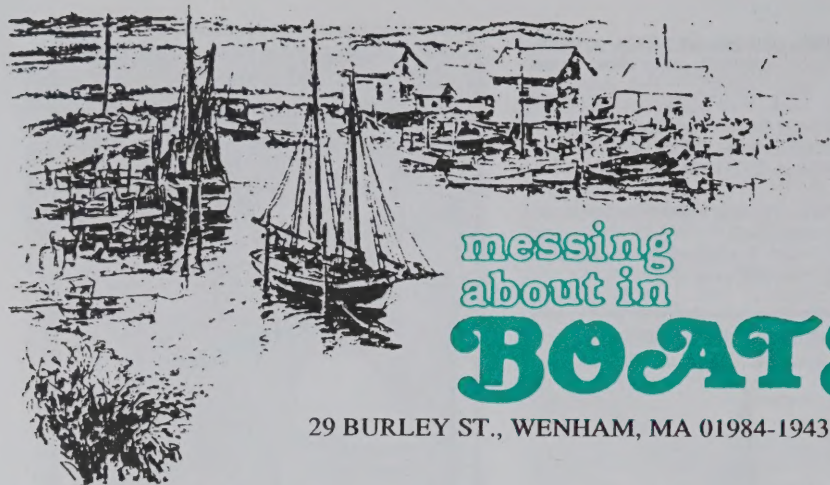
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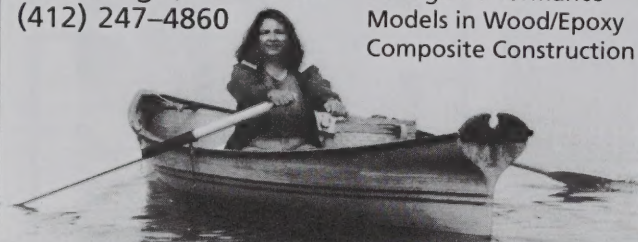


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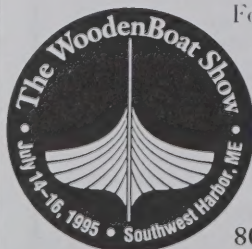
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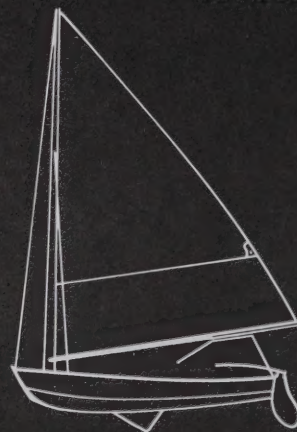
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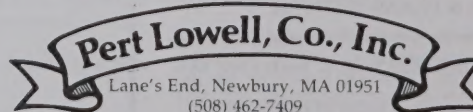
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